AUTOMOTIVE INDUSTRIES

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Mirror of Automotive Progress—

The Sixteenth Annual Statistical Issue of Automotive Industries

ONCE again *Automotive Industries*, in its Annual Statistical Issue, mirrors the progress of the nation's largest manufacturing industry. And this year the statistics and specifications on the pages which follow reflect real progress, both economically and technically.

Economically the industry turned the corner in 1933. In that year deflationary forces were finally overcome, which in the previous three years had cut production 74 per cent from the 1929 peak and increased the age of the average car from 3½ to 5 years. As a consequence, both volume and profits turned upward. Of even greater importance is the fact that public demand for motor cars has picked up this year where it left off in 1933, so that the prospect is for continued expansion in employment, payrolls, production and profits.

In some ways the technical progress reflected by the industry's 1934 models is even more impressive than its economic gains during the past year. The shackles of the past have been broken. There is more real open-mindedness in the industry today probably then ever before in its history. This broader mental attitude is evident in many current designs. It will be more evident in next year's cars, particularly in their appearance.

Technical and esthetic changes of the order which appear certain, spell extensive reequipment of the industry's factories. The pressure for progress in this direction, moreover, will be supplemented strongly by the tendency toward higher wage levels. The reductions in manufacturing costs offered by production equipment which has become available during the years of the depression will bulk steadily larger under these conditions. While under the economic conditions that have prevailed the industry has not felt justified in putting this new equipment into service, with production expanding and wage rates rising, comprehensive modernization of the industry's manufacturing facilities appears almost inevitable in the near future. In fact, orders for new equipment placed recently by important manufacturers indicate that already the tide has begun to turn.

Automotive Industries wishes to acknowledge its appreciation of the wholehearted cooperation it has received from the industry in the preparation of the data presented in this issue. It also wishes to acknowledge the work of Marcus Ainsworth, Chilton staff statistician, who compiled the information presented herein.

REGISTRATIONS OF MOTOR VEHICLES

1933 World Registrations of Motor Vehicles

	Motor Vehicles	* Cars	* Trucks	* Buses	* Motorcycles
Americas (Except U. S.)	1,842,663	1,428,681	333,418	12,161	13,532
Africa	382,628	301,136	69,081	3,996	56,212
Asia	508,335	268,587	110,452	15,027	37,508
Europe	5,988,785	4,274,704	1,449,155	133,526	1,757,609
Oceania	761,254	584,154	176,233	267	24,740
World Total, Less U.S.	9,483,665	6,857,262	2,138,339	164,977	1,889,601
United States†	23,819,537	20,689,445	3,069,264	60,828	94,149
World Total, 1933	33,303,202	27,546,707	5,207,603	225,805	1,983,750
World Total, 1932	33,363,211	27,669,582	5,240,264	224,257	2,515,089

* Incomplete for all territories.
† *Automotive Industries*—All others *The American Automobile* (Overseas Edition).

U. S. Motor Vehicles Pay $810,000,000 Taxes

	Tax per Gallon Cents	Registration Fees† 1933	Registration Fees† 1932	Per Cent Change	Gasoline Tax Receipts* 1933	Gasoline Tax Receipts* 1932	Per Cent Change	Gasoline and Registration Tax per Motor Vehicle 1933	Gasoline and Registration Tax per Motor Vehicle 1932	Gasoline Consumption Gallons (000 Omitted) 1933	Gasoline Consumption Gallons (000 Omitted) 1932	Per Cent Change
Alabama	6	$2,126,397	$3,038,206	—29.9	$7,532,789	$7,000,502	+ 7.5	$42.50	$42.70	136,500	136,435	none
Arizona	5	596,556	709,069	—16.0	2,679,031	2,900,221	— 7.5	35.40	36.40	68,290	69,592	— 2.0
Arkansas	6	2,650,000	2,796,023	— 5.1	4,750,000	5,164,976	— 8.0	54.80	55.80	123,900	114,031	+ 8.6
California	3	9,105,000	9,391,366	— 3.0	35,500,000	36,128,854	— 1.6	22.40	22.90	1,365,000	1,352,570	+ 1.1
Colorado	4	1,615,628	1,946,983	—17.0	5,324,996	5,469,220	— 2.6	26.10	26.00	166,800	158,898	+ 4.9
Connecticut	2	7,850,589	7,953,950	— 1.2	4,850,000	4,684,588	+ 3.6	38.00	34.80	254,000	245,184	+ 4.9
Delaware	3	1,014,333	1,018,396	— 0.3	1,143,247	1,090,150	+ 4.7	42.25	39.90	42,800	38,259	+12.0
Dist. of Col.	2	761,756	868,086	—12.2	2,049,419	2,035,497	+ 0.8	16.82	13.00	109,400	102,695	+ 6.9
Florida	7	4,883,368	5,267,792	— 7.3	14,141,950	14,508,777	— 2.5	65.30	68.90	206,100	208,913	— 1.2
Georgia	6	1,040,000	3,825,528	—72.8	12,346,000	11,938,809	+ 3.3	40.50	55.40	214,000	199,031	+ 7.5
Idaho	5	1,500,000	1,617,261	— 7.3	2,175,000	2,277,727	— 4.5	40.60	39.10	55,500	52,392	+ 6.0
Illinois	3	16,217,000	16,966,682	— 4.4	27,997,156	28,754,051	— 2.5	30.20	30.40	1,020,000	950,822	+ 7.3
Indiana	4	6,130,470	6,090,486	+ 0.7	16,288,646	16,739,561	— 2.5	29.25	28.40	454,000	438,036	+ 3.7
Iowa	3	11,350,000	11,670,688	— 2.7	8,750,000	8,970,137	— 2.5	32.60	30.20	368,000	356,445	+ 3.2
Kansas	3	5,200,000	5,438,981	— 4.2	7,669,196	7,420,495	+ 3.3	24.85	24.50	366,000	350,554	+ 4.8
Kentucky	5	3,980,035	4,650,638	—14.5	7,875,000	8,202,889	— 4.0	40.15	42.00	171,000	164,058	+ 4.2
Louisiana	5	4,352,000	4,120,002	+ 5.6	7,204,000	8,300,722	—13.3	49.80	55.50	165,000	166,014	— 0.6
Maine	4	3,150,000	2,956,638	+ 6.8	4,125,375	4,206,702	— 1.8	43.40	42.40	102,800	110,732	— 6.6
Maryland	4	3,082,074	3,450,386	—10.6	7,207,610	7,500,232	— 4.0	33.70	34.20	195,200	193,950	+ 0.4
Massachusetts	3	6,029,102	6,567,646	— 8.2	16,734,729	16,519,278	+ 1.3	29.80	28.40	613,000	568,773	+ 8.0
Michigan	3	18,560,314	19,835,711	— 6.5	19,458,458	20,431,328	— 4.5	35.30	35.50	750,000	765,063	— 2.0
Minnesota	3	6,316,128	10,121,697	—37.7	10,014,857	10,000,557	none	24.00	29.50	419,000	401,081	+ 4.5
Mississippi	6	2,000,000	2,137,953	— 6.2	5,550,000	5,650,161	— 1.7	47.50	44.70	117,500	107,286	+ 9.3
Missouri	2	9,358,203	9,824,564	— 4.7	9,082,292	8,949,693	+ 1.5	26.50	25.80	473,000	458,672	+ 3.2
Montana	5	1,070,104	1,294,174	—17.3	3,415,360	2,690,156	+26.8	40.30	36.70	73,000	67,860	+ 7.8
Nebraska	4	1,712,969	3,349,152	—49.0	7,613,823	7,809,465	— 2.4	23.90	29.55	200,000	198,914	+ 0.6
Nevada	4	370,000	395,440	— 6.3	695,654	727,117	— 4.5	37.00	34.20	20,600	23,329	—11.5
New Hampshire	4	2,167,421	2,104,096	+ 3.0	2,346,293	2,638,841	—11.0	42.10	43.70	68,300	65,746	+ 4.0
New Jersey	3	15,004,784	15,413,228	— 2.6	16,072,036	16,617,425	— 3.6	36.30	37.50	720,000	698,790	+ 3.0
New Mexico	5	694,018	769,869	— 9.8	2,214,129	2,192,253	+ 0.9	45.00	43.50	49,200	46,760	+ 5.3
New York	3	40,875,000	41,272,035	— 1.1	41,750,000	42,473,687	— 1.5	37.50	31.10	1,590,000	1,587,606	+ 0.1
N. Carolina	6	5,311,154	5,444,356	— 2.4	14,773,406	13,903,646	+ 6.1	51.10	49.50	244,300	232,071	+ 5.0
N. Dakota	3	1,349,369	1,799,973	—25.0	1,923,951	1,835,712	+ 4.8	21.20	23.60	104,800	97,918	+ 7.0
Ohio	4	17,199,029	18,424,972	— 6.5	34,303,430	34,269,179	none	33.10	32.90	915,000	903,091	+ 1.4
Oklahoma	4	3,294,961	4,789,291	—31.3	9,125,000	9,661,097	— 5.5	27.50	36.30	281,500	268,128	+ 4.9
Oregon	5	5,705,927	6,548,171	—12.9	5,509,655	5,591,175	— 1.6	45.90	47.60	165,000	158,199	+ 4.2
Pennsylvania	3	29,184,792	29,815,715	— 2.2	31,059,378	30,289,915	+ 2.3	36.80	36.30	1,078,000	1,041,061	+ 3.2
Rhode Island	2	2,192,331	2,183,509	+ 0.4	1,882,709	1,854,025	+ 1.3	29.70	30.10	103,000	101,039	+ 2.0
S. Carolina	6	2,439,860	2,470,470	— 1.3	6,571,915	6,224,927	+ 5.7	54.40	48.90	102,800	104,361	— 1.5
S. Dakota	4	3,105,000	2,444,290	+27.0	3,346,015	2,963,348	+12.9	38.20	33.40	104,000	110,709	— 6.0
Tennessee	7	3,089,842	3,872,094	—20.1	12,955,814	12,185,360	+ 6.5	50.50	47.30	187,300	180,722	+ 3.9
Texas	4	12,565,734	13,154,999	— 4.5	27,585,807	27,063,758	+ 2.0	33.35	33.85	783,000	751,084	+ 4.2
Utah	4	700,000	801,846	—12.6	2,500,000	2,171,912	+15.0	31.05	29.70	57,100	54,207	+ 5.2
Vermont	4	2,072,717	2,218,413	— 6.5	1,766,984	1,874,648	— 5.8	52.20	52.70	44,500	46,860	+ 4.9
Virginia	5	5,890,738	6,240,867	— 5.6	10,116,860	10,809,600	— 6.5	48.50	45.80	238,000	229,480	+ 4.0
Washington	5	2,338,911	2,179,547	+ 7.3	9,640,532	11,046,510	—12.4	27.70	29.00	243,000	246,326	— 1.2
W. Virginia	4	3,881,307	4,064,526	— 4.5	5,069,956	4,941,791	+ 2.7	39.20	40.00	128,700	129,621	— 0.6
Wisconsin	4	9,768,006	10,281,303	— 5.0	15,183,185	14,948,420	+ 1.3	36.90	36.20	403,000	408,667	— 1.5
Wyoming	4	675,057	676,442	— 0.1	1,405,415	1,418,145	— 0.8	36.65	36.90	36,500	35,375	+ 3.2
Totals	..	$301,528,650	$292,875,448	+ 3.0‡	$509,252,058	$513,047,239	— 0.9‡	$34.05‡	$34.00‡	15,897,390	15,497,410	+ 2.5‡

*Amount is NET after deduction of Refunds.
†Includes all License Fees.
‡Average.

U. S. Motor Vehicle Registrations, By Years

	Passenger Cars	Trucks	Total Motor Vehicles		Passenger Cars	Trucks	Total Motor Vehicles
1895	4	.....	4	1914	1,625,739	85,600	1,711,339
1896	16	.....	16	1915	2,309,666	136,000	2,445,666
1897	90	.....	90	1916	3,297,996	215,000	3,512,996
1898	800	.....	800	1917	4,657,340	326,000	4,983,340
1899	3,200	.....	3,200	1918	5,621,617	525,000	6,146,617
1900	8,000	.....	8,000	1919	6,771,074	794,372	7,565,446
1901	14,800	.....	14,800	1920	8,225,859	1,006,082	9,231,941
1902	23,000	.....	23,000	1921	9,346,195	1,118,520	10,464,715
1903	32,920	.....	32,920	1922	10,864,128	1,375,725	12,239,853
1904	54,590	410	55,000	1923	13,479,608	1,612,569	15,092,177
1905	77,400	600	78,000	1924	15,460,649	2,134,724	17,595,373
1906	105,900	1,100	107,000	1925	17,496,420	2,440,854	19,937,274
1907	140,300	1,700	142,000	1926	19,237,171	2,764,222	22,001,393
1908	194,400	3,100	197,500	1927	20,219,224	2,914,019	23,133,243
1909	305,950	6,050	312,000	1928	21,379,125	3,113,999	24,493,124
1910	458,500	10,000	468,500	1929	23,121,589	3,379,854	26,501,443
1911	619,500	20,000	639,500	1930*	23,183,241	3,473,831	26,657,072
1912	902,600	41,400	944,000	1931*	22,567,381	3,426,515	25,993,896
1913	1,194,262	63,800	1,258,062	1932*	21,139,092	3,202,730	24,341,822
				1933*	20,689,445	3,130,092	23,819,537

* Automotive Industries count, all others Department of Commerce.

U. S. Motor Vehicle Registrations

(As of Dec. 31, 1932 and 1933)

STATE	Passenger Cars 1932	Passenger Cars 1933	Trucks 1932	Trucks 1933	Buses 1932	Buses 1933	Total Motor Vehicles 1932	Total Motor Vehicles 1933	Per Cent Change 1933 Over 1932	Persons per Motor Vehicles 1933	Motorcycles 1932	Motorcycles 1933	Trailers 1932	Trailers 1933
Ala.‡	195,182	177,076	32,218	30,250	†	†	227,400	207,326	— 8.8	13.1	604	567	3,948	4,007
Ariz.	80,099	76,194	14,848	15,798§	†	297	94,947	92,289	— 2.6	4.8	309	316	1,765	1,989
Ark.	120,000	118,000	16,503	17,000	....	....	136,503	135,000	— 0.3	13.8	340	335	2,300	2,325
Cal.	1,898,543*	1,884,117*	97,283d	107,941d	....	....	1,995,826	1,992,058	— 0.2	3.1	9,372	9,097	66,059	73,916
Col.	255,854	239,021	30,006	27,433	....	....	285,860	266,454	— 6.6	3.9	805	832	563	....
Conn.	303,910	284,914	51,577	49,065	947	510	356,434	334,489	— 6.1	4.9	2,319	2,439	1,013	1,997
Del.	43,647	42,614	9,410	8,485	*	....	53,057	51,099	— 3.9	4.7	320	313	649	911
D. C.	155,496	147,615	19,331	18,941	1,027	796	175,854	167,352	— 4.8	3.0	814	920	607	1,116
Fla.	251,503	236,226	38,305	54,006	†	1,027	289,808	291,259	+ 0.3	5.3	946	834	7,522	222
Ga.	245,666	279,800	41,532	50,300	†	†	287,198	330,100	+15.0	8.8	977	1,000	4,021	5,800
Idaho	82,335	79,000	13,932	11,000	267	260	96,534	90,260	— 6.8	5.0	321	310	9,951	9,500
Ill.	1,311,783	1,277,000	181,715	187,000	*	*	1,493,498	1,464,000	— 2.0	5.3	5,274	5,000	8,950	9,500
Ind.	674,230	651,828	119,855	113,585	878	914	794,963	766,327	— 2.4	4.3	2,529	2,560	23,570	25,067
Iowa	609,168	549,000	75,057	67,000	335	325	684,560	616,325	—10.0	4.0	1,669	1,570	2,833	2,000
Kan.	438,000	445,441	72,000	72,365	....	....	510,000	517,806	+ 1.4	3.7	950	708	1,975	5,826
Ky.	261,501	261,376	34,765	34,027	....	205	296,266	295,608	— 0.3	9.0	878	873	*	*
La.	198,787	189,266	43,961	43,433	†	†	242,748	232,699	— 4.1	9.2	733	775	6,624	6,500
Me.	137,319	133,137	32,525	34,577	124	....	169,968	167,714	— 1.3	4.8	989	990	4,220	5,800
Md.	285,681	277,887	34,334	28,165	600	600	320,615	306,652	— 4.4	5.4	1,128	1,460	1,327	1,383
Mass.	694,459	686,249	103,551	99,854	3,899	3,685	801,909	789,788	— 1.5	5.5	1,661	1,023	525	525
Mich.	1,001,130	955,570	135,094	121,639	....	....	1,136,224	1,077,209	— 5.2	4.7	2,998	2,914	77,538	78,998
Minn.	581,088	579,908	101,651	99,130	215	205	682,954	679,243	— 0.5	3.8	1,704	1,687	21,529	19,648
Miss.	137,636	135,000	27,649	24,000	*	*	165,285	159,000	— 3.5	12.9	175	170	2,300	2,000
Mo.	619,906	592,608	99,533	102,831	*	*	719,439	695,439	— 3.2	5.3	1,566	1,492	10,008	12,676
Mont.	88,665	83,996	20,508	27,461	*	*	109,173	111,457	+ 2.0	4.8	204	272	61	483
Neb.	322,196	336,437	53,369	53,947	151	267	375,716	390,651	+ 4.0	3.6	834	988	13,531	14,727
Nev.	25,225	22,541	6,795	6,314	*	*	32,020	28,855	—10.0	3.2	89	94	646	642
N. H.	87,873	88,273	18,290	18,725	268	....	106,431	106,998	+ 0.1	4.4	1,000	1,102	1,448	1,922
N. J.	722,807	720,506	133,233	129,267	6,592	4,862	862,632	854,635	— 1.0	4.9	6,090	6,055	3,038	3,162
N. M.	62,770	51,158	15,047	13,215	....	293	77,817	64,666	—16.9	6.7	233	216	591	726
N. Y.	1,922,288	1,900,000	323,255	275,000	46,853§	33,000§	2,292,396	2,208,000	— 3.6	5.9	12,755	12,200	14,483	11,700
N. C.	341,321	341,526	47,195	49,660	1,292	....	389,808	391,186	+ 0.3	8.4	1,215	1,151	7,774	13,012
N. D.	129,799	128,547	24,178	25,342	30	453	154,007	154,342	+ 0.2	4.5	230	204	39	143
Ohio	1,432,950	1,396,203	169,653	158,203	*	*	1,602,603	1,554,406	— 3.0	4.4	6,080	5,936	45,588	61,170
Okla.	385,326	385,755	49,127	65,971	....	†	434,453	451,726	+ 4.1	5.4	....	†	....	4,184
Ore.††	237,146	219,940	24,148	23,724	934	700	262,228	244,364	— 7.0	4.0	1,535	1,421	1,887	*
Penn.	1,443,896	1,409,703	214,948	219,497	6,389	5,814	1,665,233	1,635,019	— 1.9	6.0	11,119	11,384	7,835	10,139
R. I.	114,832	118,263	19,075	18,636	538	503	134,445	137,402	+ 2.2	5.1	939	954	95	119
S. C.‡	157,534	145,646	21,909	20,061	146	....	179,589	165,707	— 7.7	10.5	607	608	2,121	2,100
S. D.	141,630	144,713	19,372	24,000	83	75	161,085	168,788	+ 4.9	4.2	216	253	8,611	8,680
Tenn.	267,041	281,129	29,975	36,848	†	†	297,016	317,977	+ 3.7	8.4	1,162	1,164	3,294	2,982
Tex.	1,002,978	1,011,530	195,144	192,930	1,923	2,076	1,200,045	1,206,536	+ 0.4	5.0	3,508	3,514	35,890	35,771
Utah	83,089	85,000	16,762	17,500	*	550	99,851	103,050	+ 3.1	5.0	434	475	879	950
Vt.	69,093	65,531	8,365	7,924	137	121	77,595	73,576	— 5.3	4.9	479	553	519	683
Va.	309,713	282,831	64,526	47,289	851	623	375,090	330,743	—11.8	7.4	1,970	1,762	1,740	1,775
Wash.**	382,845	364,209	67,719	66,095	1,864	1,755	452,428	432,059	— 4.5	3.7	1,953	1,803	4,762	5,072
W. Va.	189,823	194,146	34,729	33,928	690	485	225,242	228,559	+ 1.6	7.8	1,167	1,181	1,785	2,078
Wis.	588,568	567,147	111,370	109,040	474	427	700,412	676,614	— 3.4	4.4	2,524	2,553	1,118	2,653
Wyo.	46,761	45,863	9,896	10,862	*	†	56,657	56,725	+ 0.2	4.1	....	121	*	*
Totals	21,139,092	20,689,445	3,125,223	3,069,264	77,507	60,828	24,341,822	23,819,537	— 2.1	5.3	95,724	94,149	417,532	454,579

‡Fiscal year from Oct. 1, 1932 to Sept. 30, 1933.
†Included with passenger cars.
*Included with trucks.
§Includes taxis.
††Fiscal year from July 1, 1932 to June 30, 1933.
**Fiscal year ending Nov. 30, 1933.
d Does not include approximately 145,000 commercial units under 3000 lb.
* Includes approximately 145,000 commercial units under 3000 lb.
† Data for 1933 for 10 months only, due to change in fiscal year.

NOTE—In the above tabulations Automotive Industries has endeavored to obtain the actual number of motor vehicles that had been in use during 1933. Duplications have been eliminated wherever possible. Tax exempt or official cars or trucks have been included.

WORLD REGISTRATIONS

By special arrangement with El Automovil Americano and The American Automobile (Overseas Edition)

NORTH AND SOUTH AMERICA

COUNTRY	Motor Vehicles	Cars	Buses	Trucks	Motor-cycles
Alaska	2,961	1,988	....	973	8
Antigua	301	270	3	28	15
Argentina	325,000	250,000	....	75,000	....
Bahamas	934	742	21	171	39
Barbados	1,544	1,236	104	204	111
Bermuda	45	21	....	24	....
Bolivia	2,525	1,200	125	1,200	180
Brazil	153,200	102,000	....	51,200	....
British Guiana	7,700	....	....	....	....
British Honduras	185	122	....	63	2
Canada	1,041,593	897,424	....	144,169	9,380
Chile	34,000	....	....	....	....
Colombia	11,500	....	....	....	....
Costa Rica	1,788	1,357	97	334	125
Cuba	30,987	18,937	2,000	10,050	368
Dominica	77	57	7	13	18
Dominican Rep.	3,300	2,600	....	700	....
Dutch Guiana	170	....	....	....	....
Ecuador	2,300	1,450	....	850	80
French Guiana	170	....	....	....	....
Grenada	400	....	....	....	....
Guadeloupe	1,300	....	....	....	150
Guatemala	2,945	....	....	....	174
Haiti	2,800	2,200	....	600	....
Honduras	1,221	758	....	463	....
Jamaica	8,209	6,376	98	1,735	548
Martinique	2,300	1,800	....	500	125
Mexico	95,356	67,277	7,073	21,006	1,267
Montserrat	50	....	....	....	....
Netherlands West Indies	2,085	1,323	204	558	161
Newfoundland	3,080	2,560	8	512	102
Nicaragua	639	482	16	141	7
Other W. Indies	700	....	....	....	....
Panama	9,343	....	....	....	51
Paraguay	2,088	804	....	1,284	8
Peru	13,161	8,662	419	4,080	....
Puerto Rico	14,265	11,336	410	2,519	170
Salvador	1,832	1,609	....	223	62
St. Lucia	171	128	....	43	26
St. Kitts, Nevis	256	208	....	48	27
St. Pierre & Miquelon	125	....	....	....	....
St. Vincent	173	135	20	18	23
Trinidad & Tobago	7,100	5,000	....	2,100	....
United States	23,819,537	20,689,445	60,828	3,069,264	94,149
Uruguay	38,500	28,500	1,000	9,000	....
Venezuela	13,748	9,730	550	3,468	293
Virgin Islands	536	389	6	141	12
Total, 1933	25,662,200	22,118,126	72,989	3,402,682	107,681
Total, 1933, less U. S.	*1,842,663	*1,428,681	*12,161	*333,418	*13,532
Total, 1932	26,274,562	*22,630,922	*3,559,966	*70,466	....
Total, 1932, less U. S.	1,896,380	*1,458,848	*221,987	*11,464	*13,096

*Not complete for all territories.

AFRICA

COUNTRY	Motor Vehicles	Cars	Buses	Trucks	Motor-cycles
Algeria	55,300	47,200	1,900	6,200	3,800
Angola	3,593	1,510	....	2,083	168
Belgian Congo	5,313	2,692	....	2,621	1,659
British East Africa	16,033	10,510	....	5,523	2,555
British West Africa	12,700	4,658	....	8,042	2,515
Canary Islands	4,700	....	....	....	....
Egypt	28,086	22,866	1,313	3,907	2,176
Ethiopia	543	427	....	116	....
French West Africa	7,335	3,091	138	4,106	515
Liberia	96	56	....	40	9
Libya	1,002	480	....	522	....
Madagascar	3,525	3,000	25	500	3,000
Madeira	740	400	220	120	10
Mauritius	2,173	1,682	147	344	....
Morocco	27,485	19,625	....	7,860	1,765
Nyasaland Protectorate	1,315	....	....	....	908
Port. East Africa	4,485	2,525	....	1,960	860
Rhodesia	19,006	16,161	....	2,845	938
Seychelles Is.	87	82	....	5	84
Somaliland & Eritrea	1,400	800	....	600	....
Southwest Africa	2,400	....	....	....	100
Spanish Morocco (See Morocco)	....	....	....	....	....
Sudan	2,392	1,115	....	1,277	289
Tangier (See Morocco)	....	....	....	....	....
Tripolitania	1,020	456	43	521	172
Tunisia	13,250	11,300	210	1,740	1,920
Union of South Africa	168,649	150,500	....	18,149	32,769
Total, 1933	382,628	*301,136	*3,996	*69,081	*56,212
Total, 1932	369,814	*290,102	*3,751	*68,880	*57,122

*Incomplete for all territories.

ASIA

COUNTRY	Motor Vehicles	Cars	Buses	Trucks	Motor-cycles
Arabia	1,340	....	....	....	....
British Malaya	31,037	25,566	....	5,471	4,128
Brunei	102	71	15	16	24
Ceylon	20,006	15,042	2,884	2,080	3,209
China	39,941	28,365	3,349	8,227	1,800
Cyprus	1,550	....	....	....	....
French Indo China	13,935	10,834	1,754	1,347	1,502
Hong Kong	3,136	2,305	175	656	410
India	112,982	69,128	....	43,854	7,445
Iraq	5,000	4,100	....	900	100
Japanese Empire	111,379	....	....	....	....
Manchukuo	9,700	4,800	....	4,900	500
Netherland East Indies	73,250	55,000	5,250	13,000	15,000
Palestine	3,627	2,115	704	808	784
Persia	11,680	6,595	296	4,789	853
Philippine Islands	40,959	25,187	....	15,772	626
Siam	7,900	4,200	600	3,100	425
Syria	13,011	10,079	....	2,932	702
Turkey	7,800	5,200	....	2,600	....
Total, 1933	508,335	*268,587	*15,027	*110,452	*37,508
Total, 1932	486,292	*268,416	*13,274	*97,708	*56,984

*Incomplete for all territories.

EUROPE

COUNTRY	Motor Vehicles	Cars	Buses	Trucks	Motor-cycles
Albania	872	447	106	319	24
Austria	37,294	20,187	1,988	15,119	42,813
Azores	787	675	71	41	102
Belgium	150,000	95,000	....	55,000	45,000
Bulgaria	3,500	2,500	....	1,000	500
Czechoslovakia	109,300	75,800	4,000	29,500	45,700
Danzig Free State	2,535	1,720	45	770	2,200
Denmark	119,548	84,075	1,200	34,273	27,798
Esthonia	2,937	1,707	182	1,048	900
Faroe Islands	96	49	....	47	....
Finland	32,541	20,571	1,338	10,632	5,050
France	1,881,885	1,448,118	....	433,767	....
Germany	682,376	510,687	11,390	160,299	852,776
Gibraltar	600	....	....	....	....
Great Britain	1,701,076	1,210,882	85,500	404,694	541,000
Greece	15,000	9,000	1,500	4,500	650
Greeland	4	....	....	....	....
Holland	138,450	87,600	3,850	47,000	34,400
Hungary	16,880	12,750	....	4,130	10,950
Iceland	1,550	600	50	900	90
Irish Free State	50,816	40,772	829	9,215	5,769
Italy	331,967	236,643	9,171	86,153	....
Latvia	3,233	1,775	241	1,217	1,642
Lithuania	1,860	1,200	290	370	1,200
Luxemburg	10,350	6,000	150	4,200	3,000
Malta	3,015	2,115	565	335	340
Monaco	1,650	1,350	120	180	200
Northern Ireland	31,450	22,400	1,850	7,200	5,002
Norway	58,332	35,070	2,300	20,962	7,052
Poland	25,796	....	....	....	8,723
Portugal	32,000	26,000	2,000	4,000	....
Rumania	35,000	26,000	....	9,000	2,000
Spain	155,700	114,500	....	41,200	12,100
Sweden	136,340	95,000	3,440	37,900	48,000
Switzerland	98,100	76,150	650	21,300	49,400
U.S.S.R. (Russia)	105,000	....	....	....	....
Yugoslavia	10,945	7,361	700	2,884	3,228
Total, 1933	5,988,785	*4,274,704	*133,526	*1,449,155	*1,757,609
Total, 1932	5,498,704	*3,908,229	*116,752	*1,453,321	*2,192,395

*Incomplete for all territories.

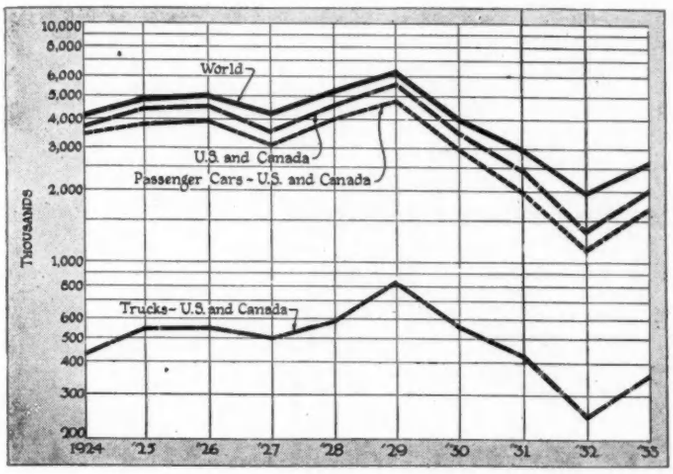
OCEANIA

COUNTRY	Motor Vehicles	Cars	Buses	Trucks	Motor-cycles
Australia	543,551	414,500	....	129,051	....
Fiji Islands	1,114	717	....	397	1,294
French Oceania	559	390	....	169	34
Hawaii	49,161	39,842	253	9,066	385
New Zealand	165,964	128,509	....	37,455	23,020
Other Oceania	600	....	....	....	....
Samoa	305	196	14	95	7
Total, 1933	761,254	*584,154	*267	*176,233	*24,740
Total, 1932 (Revised)	740,016	*575,153	*314	*163,899	

*Incomplete for all territories.

PRODUCTION DATA

World Production Trends



European Production Totals

	Motor Vehicles
1924	334,500
1925	460,678
1926	529,343
1927	578,201
1928	589,900
1929	650,000
1930	583,107
1931	576,289
1932	547,757
1933*	†646,208

These figures do not include American cars assembled in European plants.

* *The American Automobile* (Overseas Edition).
† Partly estimated.

Canadian Production*

	Pass. Cars	Trucks	Total
1922	94,904	7,149	102,053
1923	129,228	17,210	146,438
1924	117,765	17,481	135,246
1925	135,573	26,397	161,970
1926	164,856	39,871	204,727
1927	146,827	32,227	179,054
1928	196,741	45,641	242,382
1929	207,498	55,797	263,295
1930	125,442	28,750	154,192
1931	65,093	17,528	82,621
1932	50,718	10,098	60,816
1933	53,855	12,069	65,924

* Dominion Bureau of Statistics.

1933 Production and Sales Summary

Passenger Cars:	
United States	1,602,332
Canada	53,855
Commercial Cars:	
United States	351,347
Canada	12,069
Buses	1,151
Taxicabs	4,371
Tires	45,300,000
Aircraft, U. S.:	
Commercial	591
Military	466
New Car Registrations	1,493,794
New Truck Registrations	245,869

World Car and Truck Production

	1933**			1932*			1931*		
	Cars	Trucks & Buses	Total	Cars	Trucks & Buses	Total	Cars	Trucks & Buses	Total
United States	1,606,703	352,498	1,959,201	1,135,491	235,187	1,370,678	1,973,090	416,648	2,389,738
Canada	53,855	12,069	65,924	50,718	10,098	60,816	65,093	17,528	82,621
Total	1,660,558	364,567	2,025,125	1,186,209	245,285	1,431,494	2,038,183	434,176	2,472,359
Austria	1,000	800	1,800	1,375	989	2,364	2,530	1,570	4,100
Belgium	800	600	1,400	1,700	525	2,225	2,900	300	3,200
Czechoslovakia	9,000	2,000	11,000	10,635	2,945	13,580	12,850	4,130	16,980
Denmark	.....	.....	‡	.....	148	148	.....	193	193
France	130,000	30,000	160,000	137,710	33,245	170,955	161,315	35,545	196,860
Germany	80,000	12,000	92,000	44,967	7,718	52,685	62,529	14,696	77,225
Hungary	.....	.....	‡	.....	121	121	.....	237	237
Italy	30,000	10,000	40,000	25,600	3,500	29,100	22,950	6,330	29,280
Japan	1,000	.....	1,000	.....	675	675	.....	531	531
Poland	.....	.....	‡	75	100	175	.....	200	200
Soviet Russia	9,500	40,000	49,500	4,185	22,664	26,849	20,500	(1)	20,500
Spain	.....	.....	300	75	360	435	80	170	250
Sweden	.....	.....	2,500	890	2,125	3,015	693	1,751	2,444
Switzerland	400	25	425	27	969	996	75	995	1,070
United Kingdom†	220,775	65,508	286,283	186,116	58,318	244,434	160,178	63,041	223,219
Total	††482,475	††160,933	††646,208	413,355	134,402	547,757	446,600	129,689	576,289
World Total	2,143,033	525,500	2,671,333	1,599,564	379,687	1,979,251	2,484,783	563,865	3,048,648

(1) Included with passenger cars.
*Bureau of Foreign and Domestic Commerce—Automotive Division.
**The *American Automobile* (Overseas Edition).
†Fiscal year ending Sept. 30, 1933.
‡Estimated 1000 production for these three countries combined.
††Not complete for all countries.

Passenger Car Production by Body Types

(U. S. and Canada)

	1930		1931		1932		1933	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Touring	77,948	2.7	33,151	1.63	11,349	1.0	2,325	0.61
Roadster	202,081	6.9	111,119	5.45	36,104	3.0	10,129	19.23
Coupe	700,827	24.1	504,447	24.76	290,697	24.5	319,325	0.14
2-door sedan	782,276	26.9	524,050	25.70	362,660	80.6	535,696	32.26
4-door sedan	.....	...	784,837	38.50	454,978	38.0	667,877	40.22
All other closed cars	1,119,116	38.4	65,804	3.23	17,159	1.4	123,379	7.43
Chassis	27,939	1.0	14,739	0.73	17,262	1.5	1,827	0.11
Total	2,910,187	100.0	2,038,183	100.00	1,186,209	100.0	1,660,558	100.00

Passenger Car Production by Leading Manufacturing Groups

	1928		1929		1930		1931		1932		1933	
	Production	% of Total	Production	% of Total	Production	% of Total	Production	% of Total	Production	% of Total	Production	% of Total
Chrysler Motors	444,100	11.1	401,400	8.3	246,097	8.4	253,200	12.4	211,600	17.8	409,980	24.7
Ford Motor Co.	718,299	17.9	1,707,251	35.6	1,197,371	41.1	566,986	27.8	342,345	28.9	411,150	24.8
Gen. Motors Corp.	1,552,790	38.7	1,550,380	32.4	997,280	34.3	895,210	44.0	440,900	37.1	671,580	40.4
All others	1,296,158	32.3	1,135,867	23.7	469,439	16.2	322,787	15.8	191,364	16.2	167,848	10.1
Total	4,012,158	100.0	4,794,898	100.0	2,910,187	100.0	2,038,183	100.0	1,186,209	100.0	1,660,558	100.0

Passenger Car Production by Retail Price Classes

(U. S. and Canada)

With Number of Open and Closed Body Types

	Under $1,000			$1,000 to $2,000			$2,000 to $3,000			$3,000 and Over			Total		
Year	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed
1921	1,047,462	822,843	224,619	353,708	288,372	65,336	81,976	51,809	30,167	34,915	19,552	15,363	1,518,061	1,182,576	335,485
1922	1,753,126	1,322,357	430,769	516,461	312,165	204,296	59,228	11,709	47,519	40,274	8,678	31,596	2,369,089	1,654,909	714,180
1923	3,063,181	2,071,339	991,842	615,647	395,545	220,102	45,086	7,838	37,248	30,031	2,913	27,118	3,753,945	2,477,635	1,276,310
1924	2,435,303	1,545,197	890,106	707,233	318,387	388,846	117,517	14,293	103,224	43,593	5,403	38,190	3,303,646	1,883,280	1,420,366
1925	2,680,228	1,491,766	1,188,462	1,008,224	174,438	833,786	143,599	12,008	131,591	38,693	5,894	32,799	3,870,744	1,684,106	2,186,638
1926	2,783,076	978,760	1,804,316	977,183	109,843	867,340	156,814	12,423	144,391	31,770	4,479	27,291	3,948,843	1,105,505	2,843,338
1927	1,997,203	375,738	1,621,465	913,565	77,073	836,492	140,963	10,075	130,888	31,629	3,352	28,277	3,083,360	466,238	2,617,122
1928	2,920,928	385,381	2,535,547	918,569	62,198	856,371	137,391	10,037	127,354	35,270	2,512	32,758	4,012,158	460,128	3,552,030
1929	3,902,530	477,302	3,425,228	735,175	22,055	713,120	130,870	9,815	131,055	26,323	1,237	25,086	4,794,898	510,409	4,284,489
1930	2,435,809	257,338	2,178,470	382,921	19,912	363,009	66,542	3,513	63,029	24,916	1,966	22,950	2,910,187	282,729	2,627,458
1931	1,742,223	134,439	1,607,784	243,641	7,407	236,234	39,960	1,195	38,765	12,359	1,229	11,130	2,038,183	144,270	1,893,913
1932	1,055,156	44,582	1,010,574	111,143	1,997	109,146	11,677	477	11,200	8,233	397	7,836	1,186,209	47,453	1,138,756
1933	1,586,747	25,551	1,561,196	52,735	709	52,026	14,387	361	14,026	6,689	127	6,562	1,660,558	26,748	1,660,558

Tire Production by Types

	1931	1932	1933
Balloon casings	41,800,000	35,200,000	40,070,000
High-pressure casings	6,925,000	4,915,000	5,230,000
Total casings	48,725,000	40,115,000	45,300,000
Balloon inner tubes	39,200,000	31,200,000	36,400,000
High-pressure inner tubes	9,150,000	5,640,000	6,160,000
Total inner tubes	48,350,000	36,840,000	42,560,000
Solids and cushions	170,000	121,000	164,000

Percentage of Passenger Car Production

(By Retail Price Classes)

(United States and Canada)

	Under $1,000	$1,000 to $2,000	$2,001 to $3,000	$3,001 and Over
1921	69.0	23.3	5.4	2.3
1922	74.0	21.8	2.5	1.7
1923	81.6	16.4	1.2	0.8
1924	73.8	21.4	3.5	1.3
1925	69.4	25.9	3.7	1.0
1926	70.5	24.7	4.0	0.8
1927	64.8	29.6	4.6	1.0
1928	72.8	22.9	3.4	0.9
1929	81.5	15.3	2.7	0.5
1930	83.7	13.0	2.5	0.8
1931	85.5	11.9	2.0	0.6
1932	88.9	9.4	1.0	0.7
1933	95.5	3.2	0.9	0.4

Truck Production by Capacities—United States and Canada

(Based on N.A.C.C. Data)

	1929		1930		1931		1932		1933	
Truck Tonnage	Number	%	Number	%	Number	%	Number	%	Number	%
¾ ton or less	141,859	17.1	144,869	24.0	109,220	25.2	79,127	32.3	116,600	32.00
1 ton and less than 1½	78,786	9.5	31,028	5.2	4,899	1.1	1,618	.6	816	.22
1½ ton and less than 2	523,691	63.4	370,541	61.7	289,418	66.6	144,113	58.8	218,980	60.00
2 ton and less than 2½	28,416	3.4	16,477	2.7	8,516	2.0	7,620	3.1	15,815	4.35
2½ ton and less than 3½	33,530	4.1	22,887	3.8	11,516	2.7	6,006	2.4	7,387	2.07
3½ ton and less than 5	8,643	1.0	6,412	1.0	4,532	1.0	2,689	1.1	2,590	.71
5 ton	2,384	0.3	1,094	0.2	906	0.2	1,407	.6	491	.13
Over 5 ton and special types	9,508	1.2	6,683	1.4	5,169	1.2	2,705	1.1	1,888	.52
Total	826,817	100.0	599,991	100.0	434,176	100.0	245,285	100.0	364,567	100.00

2,350,000 Motor Vehicles Scrapped in 1933

1924	1,102,000
1925	1,624,000
1926	1,802,000
1927	2,107,000
1928	2,507,000
1929	2,686,000
1930	2,878,000
1931	2,927,000
1932	2,611,000
1933	2,353,000*

*Unadjusted.

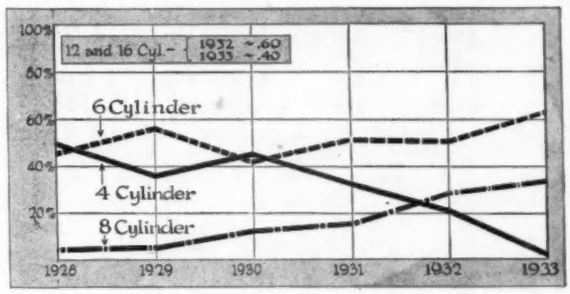
Passenger Car Production by Wholesale Price Classes

(U. S. and Canada)

12 Months 1933 and 1932 Compared

	1933	1932	Per Cent Change	Per Cent of Total 1933	Per Cent of Total 1932
Under $500	1,349,638	794,188	+70.0	81.3	67.0
$500-$750	237,099	260,831	— 9.0	14.3	22.0
$750-$1,000	32,610	74,610	—56.3	2.0	6.3
$1,000-$1,500	20,125	36,670	—45.2	1.2	3.1
$1,500-$2,000	10,409	8,699	+19.5	0.6	0.7
$2,000-$3,000	8,725	8,679	+ 0.6	0.5	0.7
$3,000 and over	1,952	2,532	—23.0	0.1	0.2
Totals	1,660,558	1,186,209	+39.9	100.0	100.0

Division of Passenger Car Production By Number of Engine Cylinders



	Per Cent Fours	Per Cent Sixes	Per Cent Eights	Per Cent Twelves	Per Cent Sixteens
1926	64.0	34.0	2.0	...	...
1927	49.7	47.1	3.2	...	...
1928	48.6	47.0	4.4	...	...
1929	37.5	57.0	5.5	...	...
1930	44.4	43.3	12.1	*0.20	...
1931	33.2	51.8	14.8	0.17	0.03
1932	20.7	50.5	28.2	0.52	0.08
1933	2.0	63.6	34.0	0.33	0.07

*Including sixteens.

10-Year Record of Automotive Payrolls, Employment and Production

Index Numbers—1923-1925=100

	Payrolls	Employment	Payroll per Worker	Real Wages[1]	Production (Units)	Wholesale Value	Per Car Produced: Payroll	Per Car Produced: Employment	Per $ of Wholesale Value: Payroll	Per $ of Wholesale Value: Employment
1924	90	93	96	97	91	89	99	102	101	105
1925	109	106	103	101	108	113	101	98	96	93
1926	105	105	100	99	110	121	96	96	87	87
1927	93	92	102	102	87	101	107	105	92	90
1928	118	109	108	109	112	119	105	97	99	92
1929	122	114	107	107	134	134	91	85	91	85
1930	77	82	94	99	85	80	91	96	96	102
1931	54	66	82	97	60	54	90	110	100	123
1932	40	54	74	97	35	30	114	155	133	180
1933	40	53	75	102	49	36	82	108	111	147

[1]—Adjusted for cost of living.

Motor Vehicle Production—U. S. and Canada

Year	Passenger Cars: Units*	Passenger Cars: Value**	Trucks: Units	Trucks: Value**	Cars and Trucks: Units	Cars and Trucks: Value**
1912	356,000	$335,000,000	22,000	$43,000,000	378,000	$378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	543,679	413,859,000	25,375	45,098,464	569,054	458,957,843
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,657,652	1,461,785,925	275,943	423,326,621	1,933,595	1,885,112,546
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,518,061	1,091,752,452	164,304	169,914,098	1,682,365	1,261,666,550
1922	2,369,089	1,561,740,645	277,140	231,282,063	2,646,229	1,793,022,708
1923	3,753,945	2,274,554,488	426,505	317,478,940	4,180,450	2,592,033,428
1924	3,303,646	2,040,706,519	434,140	326,706,496	3,737,786	2,367,413,015
1925	3,870,744	2,544,528,799	557,056	470,634,763	4,427,800	3,015,163,562
1926	3,948,843	2,746,064,722	556,818	468,752,769	4,505,661	3,214,817,491
1927	3,083,360	2,265,633,102	497,020	435,072,641	3,580,380	2,700,705,743
1928	4,012,158	2,703,753,500	588,983	459,045,380	4,601,141	3,162,798,880
1929	4,794,898	2,981,141,842	826,811	595,504,039	5,621,709	3,576,645,881
1930	2,910,187	1,720,652,104	599,991	405,949,915	3,510,178	2,126,602,019
1931	2,038,183	1,153,907,947	434,176	272,748,305	2,472,359	1,426,656,252
1932	1,186,209	650,781,297	245,285	142,264,003	1,431,494	793,045,300
1933	1,660,558	795,200,000	364,567	175,000,000	2,025,125	970,200,000

* Includes Taxicabs. ** Wholesale Value.

U. S. Airplane and Engine Production*

	Airplanes				Airplane Engines			
	Military		Commercial		Military		Commercial	
	Units	Value	Units	Value	Units	Value	Units	Value
1926	532	$6,154,708	604	$2,716,319	842	$4,080,571	....	.....
1927	621	7,528,383	1,565	6,976,616	1,397	6,550,533	....	.....
1928	1,219	19,066,379	3,542	17,194,298	2,620	12,407,920	632	$ 979,600
1929	677	10,832,544	5,357	33,624,756	1,861	8,600,530	5,517	17,895,300
1930	747	10,723,720	1,937	10,746,042	1,841	10,823,423	1,925	6,255,493
1931	812	12,971,625	1,582	6,655,738	1,800	10,417,718	1,976	4,192,600
1932	593	10,389,316	549	2,337,899	1,085	6,370,678	815	2,898,371
1933	466	9,784,643	591	6,180,900	860	4,986,168	1,120	4,724,441

* Aeronautical Chamber of Commerce of America, Inc., Aircraft Year Book for 1934.

Scheduled Transport Operations of American Air Lines*

	1928	1929	1930	1931	1932	1933
Planes	294	619	637	753	655	615
Passengers	52,934	165,263	385,910	457,753	504,575	546,235
Air mail	3,000,518	7,096,930	†8,513,675	†9,351,195	†7,658,332	†7,644,646
Express	35,376	197,538	286,798	885,164	1,324,428	1,884,545
Scheduled miles flown	10,472,024	20,242,891	28,833,967	43,395,478	48,344,358	54,072,467
Employees	1,740	4,430	6,350	7,000	6,500	6,785
Number of operators	32	27	35	42	33	28

*Aircraft Year Books—Aeronautical Chamber of Commerce of America, Inc.
†Includes lines to South America.

United States Production and Sales of Airplanes by Types, 1933*

	PRODUCTION				SALES			
	Total	Per Cent of Total	Net Sales Value	Per Cent of Total	Total	Per Cent of Total	Net Sales Value	Per Cent of Total
Open Cockpit Biplane								
1 place	1	.17	$2,000	.03	1	.17	$2,000	.03
2 places	76	12.86	316,807	5.12	85	14.09	330,852	5.30
3 places	56	9.48	190,099	3.08	58	9.60	195,376	3.13
Over 3 places	...	...	.....	...	...	...	.....	...
Total	133	22.51	$508,906	8.23	144	23.86	$528,228	8.46
Cabin—Single-Engined Biplane	87	14.71	363,790	5.89	90	14.90	374,585	6.01
Cabin—Multi-Engined Biplane	21	3.55	1,150,000	18.60	21	3.48	1,150,000	18.46
Total Biplanes	241	40.77	$2,022,696	32.72	255	42.24	$2,052,813	32.93
Open Cockpit Monoplanes								
1 place	2	.34	$1,750	.03	3	.50	$2,500	.04
2 places	72	12.20	109,375	1.77	65	10.76	102,761	1.65
3 places	...	...	.....	...	...	...	.....	...
Over 3 places	...	...	.....	...	1	.16	1,350	.02
Total	74	12.54	$111,125	1.80	69	11.42	$106,611	1.71
Cabin—Single-Engined Monoplane								
1 place	...	...	.....	...	...	...	.....	...
2 places	64	10.82	$118,048	1.90	61	10.10	$105,413	1.69
3 places	...	...	.....	...	...	...	.....	...
4 places	96	16.23	234,525	3.80	101	16.70	240,270	3.85
5 places	8	1.35	130,800	2.10	9	1.49	143,550	2.30
6 places	10	1.69	116,100	1.88	11	1.82	123,700	1.98
7 places	1	.17	12,950	.21	1	.17	12,950	.21
8 places and up	2	.34	45,000	.73	2	.33	45,000	.72
Total	181	30.60	$657,423	10.62	185	30.61	$670,883	10.75
Cabin—Multi-Engined Monoplanes	69	11.69	$3,181,787	51.50	71	11.76	$3,211,193	51.50
Total Monoplanes	324	54.83	$3,950,335	63.93	325	53.79	$3,988,687	63.96
Seaplanes	2	.34	4,314	.07	1	.17	1,314	.02
Amphibians	13	2.20	139,755	2.26	13	2.15	139,755	2.24
Autogiros	11	1.86	63,800	1.03	10	1.65	52,850	.85
Total	26	4.40	$207,869	3.36	24	3.97	$193,919	3.11
Total—Commercial	591	100.00	$6,180,900	100.00	604	100.00	$6,235,419	100.00
Total—Military	466	...	9,784,643	...	468	...	9,470,517	...
Grand Total	1,057	...	$15,965,543	...	1072	...	$15,705,936	...

*Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1934.

MARKETING DATA

U. S. New Car Registrations and Estimated Dollar Volume by Retail Price Classes—1933 and 1932 Compared

	Units 1933	Units 1932	Per cent of total 1933	Per cent of total 1932	Per cent change
Chevrolet, Ford and Plymouth	1,035,273	693,713	69.4	63.5	+49.3
Others under $750	250,982	84,619	16.8	7.7	+196.4
$750-$1,000	116,509	184,425	7.8	16.9	—36.9
$1,000-$1,500	57,563	76,720	3.8	7.0	—25.0
$1,500-$2,000	12,043	26,099	0.8	2.4	—54.0
$2,000-$3,000	15,025	18,676	1.0	1.7	—19.6
$3,000 and over	5,240	8,415	.4	0.8	—37.8
Total	1,492,635	1,092,667	100.0	100.0	+36.6
Miscellaneous	1,170	3,743			
Total	1,493,805	1,096,410			

	Estimated Dollar Value 1933	Estimated Dollar Value 1932	Per cent of total 1933	Per cent of total 1932	Per cent change
Chevrolet, Ford and Plymouth	$571,000,000	$408,000,000	58.3	48.4	+40.0
Others under $750	165,000,000	58,000,000	16.8	6.9	+184.4
$750-$1,000	98,000,000	161,000,000	10.0	19.1	—39.2
$1,000-$1,500	68,000,000	93,000,000	7.0	11.0	—26.9
$1,500-$2,000	20,400,000	44,000,000	2.0	5.2	—53.6
$2,000-$3,000	37,000,000	48,000,000	3.8	5.7	—22.9
$3,000 and over	21,000,000	31,000,000	2.1	3.7	—32.3
Total	$980,400,000	$843,000,000	100.0	100.0	+16.2

New-Car Domestic Sales by Makes

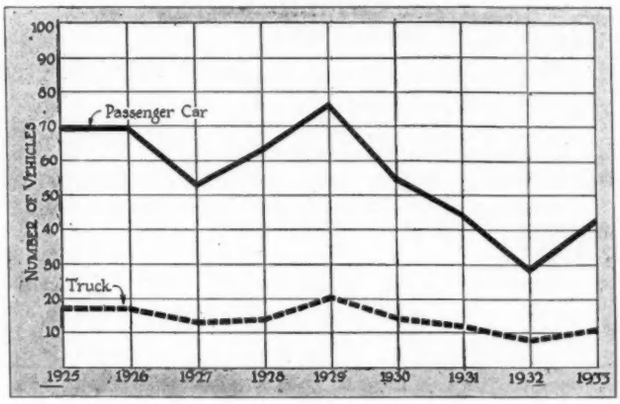
Make	NEW-CAR SALES (Approx.) 1933	1932	1931	1930	PER CENT OF TOTAL 1933	1932	1931	1930	RANK 1933	1932	1931	1930
Auburn	5,040	11,650	29,710	11,460	.34	1.06	1.55	.43	18	16	13	22
Austin	3,675	....	2,960	4,430	.25	..	.15	.17	21	..	27	27
Buick	43,810	49,710	91,420	124,740	2.93	4.54	4.76	4.67	6	4	4	3
Cadillac	3,900	6,270	11,200	12,280	.26	.57	.58	.46	19	20	19	20
Chevrolet	474,490	322,860	586,930	629,400	31.75	29.50	30.60	23.56	1	1	1	2
Chrysler	28,680	26,020	52,970	61,940	1.92	2.39	2.76	2.32	9	8	7	8
Continental	3,310	....	....	....	.22	..	..	..	23	..	..	..
DeSoto	21,260	25,310	28,600	35,870	1.42	2.31	1.49	1.34	11	9	14	13
Dodge	86,060	28,110	53,410	65,190	5.75	2.56	2.79	2.43	4	7	6	6
Ford	311,110	258,930	531,750	1,073,030	20.80	23.64	27.70	40.17	2	2	2	1
Franklin	1,330	1,830	3,900	7,610	.09	.17	.20	.28	27	26	25	24
Graham	10,130	12,860	19,320	30,650	.68	1.17	1.01	1.15	15	15	15	15
Hudson	2,950	8,640	19,300	30,980	.20	.79	1.00	1.16	24	19	16	14
Hupmobile	6,730	10,790	17,530	24,720	.45	.98	.91	.93	17	18	17	17
LaSalle	3,710	3,850	6,920	11,450	.25	.35	.36	.43	20	22	21	23
Lincoln	2,110	3,180	3,490	4,430	.14	.24	.18	.17	26	24	26	26
Marmon	85	1,365	5,720	12,580	..	.12	.29	.47	29	27	23	19
Nash	11,350	20,230	39,600	51,950	.76	1.85	2.06	1.95	14	13	12	11
Oldsmobile	35,295	24,130	47,270	51,370	2.36	2.20	2.46	1.93	8	11	8	12
Packard	9,080	11,060	16,350	28,800	.61	1.00	.85	1.08	16	17	18	16
Pierce-Arrow	2,150	2,690	4,550	6,910	.14	.25	.24	.26	25	25	24	25
Plymouth	249,670	111,925	94,850	65,390	16.70	10.20	4.94	2.44	3	3	3	5
Pontiac	85,350	47,930	86,650	81,570	5.70	4.38	4.52	3.43	5	5	5	4
Reo	3,625	3,870	6,800	11,460	.24	.35	.35	.44	22	21	22	21
Rockne	14,555	16,965	....	....	.97	1.54	..	..	13	14	..	..
Studebaker	21,690	25,000	46,810	57,490	1.45	2.26	2.44	2.15	10	10	9	9
Terraplane (Essex)	35,830	28,780	42,800	64,410	2.50	2.63	2.23	2.41	7	6	11	7
Willys-Whippet	15,315	22,480	43,190	52,570	1.02	2.05	2.25	1.98	12	12	10	10
Willys-Knight	355	3,415	8,460	14,320	.02	.31	.44	.54	28	23	20	18
Miscellaneous	1,160	6,560	17,100	33,410	.08	.59	.89	1.25	..	..	..	..
Total	1,493,805	1,096,410	1,919,560	2,670,590	100.00	100.00	100.00	100.00	..	..	..	..
General Motors Corp.	646,555	454,750	830,390	920,810	43.25	41.54	43.28	34.48	1	1	1	2
Chrysler Corp.	385,670	191,365	229,830	228,390	25.79	17.46	11.98	8.53	2	3	3	3
Ford Motor Co.	313,220	262,110	535,240	1,077,460	20.94	23.88	27.88	40.34	3	2	2	1
Total	1,345,445	908,225	1,595,460	2,226,660	89.98	82.88	83.14	83.35				
All Others	148,360	188,185	324,100	443,930	10.02	17.12	16.86	16.65				
Total	1,493,805	1,096,410	1,919,560	2,670,590	100.00	100.00	100.00	100.00				

Sales Outlets and Passenger Car Sales by States

State	New Passenger Car Sales—1933	Wholesale Data		RETAIL DATA								
		No. of Wholesalers*	Motor Vehicles Per Wholesaler	Total Car and Truck Dealers*	Exclusive Truck Dealers*	Total Passenger Car Dealers*	Car Dealer Service Stations*	Independent Repair Shops*	Total Repair Shops*	All Retail Outlets (Duplications Eliminated)*	Truck Fleet Owners (5 or more vehicles)*	Motor Vehicles Per Car and Truck Dealer
Alabama	14,515	58	3,575	279	8	271	255	500	755	807	190	744
Arizona	3,625	26	3,530	106	3	103	100	201	301	309	100	855
Arkansas	11,625	40	3,375	328	5	323	304	586	890	915	155	416
California	98,070	481	4,140	1,601	81	1,520	1,423	7,053	8,476	8,038	1,612	1242
Colorado	11,740	61	4,340	371	6	365	344	720	1,064	1,106	264	714
Connecticut ...	24,215	99	3,570	504	13	491	459	747	1,206	1,353	646	702
Delaware	4,120	9	5,565	66	4	62	61	80	141	159	84	773
Dist. of Col. ...	14,375	27	6,035	62	3	59	57	147	204	232	211	2,630
Florida	17,925	99	2,780	342	6	336	319	889	1,208	1,288	360	804
Georgia	24,120	63	5,240	436	6	430	413	739	1,152	1,227	313	756
Idaho	3,465	28	3,215	216	6	210	202	280	482	495	48	416
Illinois	85,460	316	4,630	2,147	61	2,086	2,013	4,763	6,776	6,266	2,734	682
Indiana	40,175	173	4,490	1,096	47	1,049	990	2,095	3,085	3,151	834	709
Iowa	27,285	145	4,250	1,373	40	1,333	1,241	1,850	3,091	3,290	353	448
Kansas	24,240	107	4,815	1,035	40	995	928	1,365	2,293	2,456	260	498
Kentucky	20,315	57	5,140	562	15	547	511	747	1,258	1,370	297	570
Louisiana	16,300	62	1,423	293	11	282	277	491	768	824	321	791
Maine	9,075	42	3,990	329	7	322	294	528	822	856	138	510
Maryland	20,195	60	5,110	406	16	390	381	503	884	961	528	755
Massachusetts .	63,250	216	3,645	960	28	932	858	1,582	2,440	2,835	1,497	820
Michigan	85,680	199	5,400	1,534	33	1,501	1,439	2,487	3,926	4,239	1,504	700
Minnesota	30,830	104	6,500	1,313	19	1,294	1,241	1,867	3,108	3,314	477	515
Mississippi	10,630	41	3,880	334	8	326	311	382	693	757	86	476
Missouri	45,775	161	4,215	1,034	23	1,011	950	2,009	2,959	3,230	829	655
Montana	6,055	35	3,180	297	11	286	276	436	712	754	91	376
Nebraska	16,395	72	5,210	870	20	850	790	948	1,738	1,873	238	426
Nevada	1,330	6	4,800	98	..	98	87	76	163	186	20	294
New Hampshire	6,595	30	3,555	217	9	208	184	349	533	542	83	491
New Jersey ...	56,440	181	4,660	989	56	933	905	2,218	3,123	3,428	1,401	855
New Mexico ...	3,715	17	4,475	118	1	117	112	169	281	314	27	645
New York	175,745	558	3,890	2,750	135	2,615	2,338	5,672	8,010	8,885	3,800	790
North Carolina.	29,190	73	5,340	515	16	499	474	870	1,344	1,391	296	757
North Dakota..	5,265	27	5,700	524	24	500	448	531	979	1,096	35	294
Ohio	101,210	347	4,465	2,013	79	1,934	1,846	3,322	5,168	5,730	1,785	770
Oklahoma	28,915	93	4,840	602	13	589	568	988	1,556	1,688	310	748
Oregon	10,125	83	2,930	348	12	336	318	971	1,289	1,394	221	699
Pennsylvania ..	121,425	403	4,050	2,968	129	2,839	2,693	4,752	7,445	8,008	2,509	550
Rhode Island ..	10,750	31	4,415	148	3	145	136	346	482	519	296	926
South Carolina.	14,590	30	5,600	242	5	237	232	462	694	684	150	695
South Dakota ..	4,850	24	6,970	401	21	380	379	612	991	1,059	36	416
Tennessee	19,880	61	5,050	342	8	334	309	707	1,016	1,082	271	900
Texas	80,450	246	4,915	1,421	37	1,384	1,342	3,151	4,493	4,440	741	850
Utah	4,705	30	3,430	148	4	144	130	293	423	466	119	695
Vermont	3,775	21	3,500	183	8	175	171	372	543	570	36	401
Virginia	22,180	62	5,710	581	23	558	532	1,060	1,592	1,678	311	609
Washington ...	16,635	126	3,430	530	28	502	486	1,620	2,106	2,288	415	815
West Virginia .	15,325	58	3,950	457	23	434	403	686	1,089	1,191	288	501
Wisconsin	28,310	134	5,040	1,620	39	1,581	1,511	1,675	3,186	3,375	495	416
Wyoming	2,945	8	6,925	156	3	153	145	167	312	337	31	355
U. S. Total	1,493,805	5,430	4,370†	35,265	1,196	34,069	32,186	65,064	97,250	102,456	27,846	673†

*Chilton Trade List. †Average.

New Motor Vehicle Sales Per Dealer



	Passenger Cars		Trucks	
	Units per Dealer	Average Volume per Dealer	Units per Dealer	Average Volume per Dealer
1924	37	$30,488	13	$13,000
1925	69	60,375	17	19,091
1926	69	63,825	17	19,074
1927	53	51,993	12	14,016
1928	63	56,637	14	14,574
1929	75	62,250	20	19,220
1930	55	43,340	14	12,656
1931	45	34,425	12	10,056
1932	29	20,880	8	6,208
1933	43	27,090	11	7,073

Sales of Aircraft Parts*

Aircraft

Year	Military	Commercial	Miscellaneous	Total
1930	$4,108,167	$3,442,573	$475,002	$8,025,742
1931	4,627,838	1,912,481	499,857	7,039,932
1932	3,701,838	974,439	348,770	5,025,047
1933	3,127,255	945,336	140,340	4,212,931

Aircraft Engine

Year	Military	Commercial	Miscellaneous	Total
1930	$2,231,370	$2,487,576	$494,216	$5,213,162
1931	3,904,739	1,747,654	267,400	5,919,793
1932	3,699,848	1,241,878	73,644	5,015,370
1933	1,961,033	1,567,604	67,843	3,596,480

* Aeronautical Chamber of Commerce of America, Inc.

New and Used Car Financing Data

Statistics on automobile financing, based on data reported to the Bureau of Census by *313 automobile financing organizations in 1932, and 282 identical organizations for 1933. The changes in number of organizations included have not greatly affected the totals.

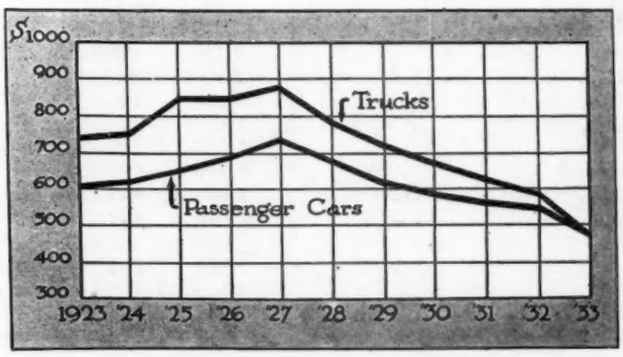
YEAR	Wholesale Financing Volume in Dollars	RETAIL FINANCING											
		TOTAL			NEW CARS			USED CARS			UNCLASSIFIED		
		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average	
			Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car
1930	$660,978,901	2,933,973	$1,201,341,267	$409	1,287,796	$730,417,562	$567	1,558,932	$435,989,399	$280	87,245	$34,934,306	$400
1931	554,440,655	2,448,245	950,301,958	388	1,006,875	558,158,290	554	1,370,655	366,774,095	268	70,715	25,369,573	359
1932	330,267,440	1,521,988	535,625,105	352	537,986	293,803,672	546	938,320	226,581,684	241	45,682	15,239,749	334
1933	489,984,028	1,711,130	596,453,758	349	728,571	375,712,921	516	943,473	208,359,170	221	39,086	12,381,667	317

*365 establishments for 1930 and 1931.

Average Wholesale Price of Passenger Cars and Trucks

(Based on Units and Value of Production)

	Passenger Cars	Trucks
1921	$720	$1,035
1922	660	834
1923	607	745
1924	618	753
1925	656	843
1926	695	842
1927	735	875
1928	673	781
1929	622	720
1930	591	678
1931	566	629
1932	548	580
1933	472	482



EXPORTS—

Aircraft Exports*

	1931	1932	1933
Number of engines..	318	2,179	2,895
Number of aircraft..	140	280	407
Value of aircraft, engines and parts...	$4,809,440	$7,557,197	$6,876,852
Value of parts (except engines and tires)	$1,521,828	$1,756,421	$2,350,969

*U. S. Bureau of Foreign and Domestic Commerce.

Imports of Motor Vehicles Into United States

	No.	Value
1918	105	$75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,285
1923	853	884,125
1924	604	841,524
1925	678	1,079,560
1926	813	1,352,984
1927	635	1,218,938
1928	566	1,201,323
1929	750	1,190,140
1930	709	875,146
1931	736	769,033
1932	540	251,206
1933	534	298,126

Foreign Sales of American Motor Vehicles

	Passenger Cars			Trucks			
	U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Cars	U. S. Export Inc. Foreign Assemblies	Canadian Output	Total Trucks	Total Motor Vehicles
1921	51,050	61,098	112,148	12,569	5,148	17,717	129,865
1922	108,426	94,904	203,330	22,473	7,149	29,622	232,952
1923	175,158	129,228	304,386	60,025	17,210	77,235	381,621
1924	217,169	117,765	334,934	75,980	17,481	93,461	428,395
1925	316,093	135,573	451,666	112,594	26,397	138,991	590,657
1926	289,135	164,856	453,991	104,309	39,871	144,180	598,171
1927	331,959	146,827	478,786	137,509	32,227	169,736	648,522
1928	418,845	196,741	615,586	163,919	45,641	209,560	825,146
1929	451,079	207,498	658,577	283,132	55,797	338,929	997,506
1930	247,764	125,442	373,206	157,951	28,750	186,701	559,907
1931	134,048	65,093	199,141	107,509	17,528	125,037	324,178
1932	72,889	50,718	123,607	47,350	10,098	57,448	181,055
1933	67,355*	53,855	121,210	44,103*	12,069	56,172	*177,382

* Does not include parts manufactured in U. S. and assembled as units abroad.

Leading Automotive Export Markets

Country of Destination	Number	Value
PASSENGER CARS AND CHASSIS		
Union of South Africa	9,526	$4,350,319
Belgium	9,102	4,192,901
Argentina	3,799	1,604,313
Japan	3,498	1,550,169
Netherlands	3,393	2,066,327
Australia	2,910	1,014,268
Denmark	2,857	956,503
Hawaii	2,313	1,375,564
Mexico	2,302	1,448,098
Philippine Islands	2,279	1,263,816
Sweden	2,193	928,622
Brazil	2,170	1,193,464
British India	2,136	985,111
United Kingdom	1,649	800,378
Venezuela	1,616	808,234
Switzerland	1,509	969,354
Puerto Rico	1,107	647,425
Morocco	966	559,478
Canada	936	567,699
China	835	542,051
Total	57,096	$27,824,094
Total—All Countries	67,355	$33,945,464

Country of Destination	Number	Value
TRUCKS, BUSES AND CHASSIS		
Spain	4,138	$1,952,251
Japan	3,901	1,238,519
British India	3,222	959,874
Belgium	3,176	983,884
Australia	2,596	953,902
Brazil	2,172	1,085,844
Argentina	2,023	862,171
Denmark	1,838	532,547
Union of South Africa	1,789	673,719
Philippine Islands	1,473	718,016
Sweden	1,166	463,931
Venezuela	1,039	497,862
China	936	521,826
France	879	247,910
Palestine	873	845,834
Egypt	794	290,889
Netherlands	784	480,646
Canada	775	427,234
Mexico	741	535,648
Bolivia	562	447,541
	34,877	$14,720,048
	44,103	$20,691,338

AMERICAN PASSENGER CAR EXPORTS*

COUNTRIES	Not over $850		Over $850, not over $1200		Over $1200, not over $2000		Over $2000		Total 1933 Passenger Cars		Total 1932 Passenger Cars	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe	21,404	$9,478,371	1,009	$974,242	574	$904,535	168	$429,804	23,155	$11,786,952	16,306	$9,789,524
North America	4,779	2,440,673	382	365,959	123	179,847	70	197,960	5,355	3,184,439	4,077	2,642,689
South America	8,760	4,007,692	289	284,727	71	111,595	35	89,108	9,155	4,493,122	3,887	1,943,966
Asia	10,030	4,469,397	571	554,479	214	321,538	50	122,339	10,865	5,467,753	8,509	5,132,460
Oceania	3,042	987,491	106	94,346	31	41,549	2	7,594	3,181	1,130,980	2,741	815,360
Africa	11,678	5,350,547	282	268,425	75	103,088	8	19,931	12,043	5,741,991	5,137	2,980,533
TOTAL	59,693	$26,734,171	2,639	$2,542,178	1,088	$1,662,152	333	$866,736	63,754	$31,805,237	40,657	$23,304,532
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	181	117,238	190	130,871
Hawaii	2,239	1,288,287	53	52,184	18	28.200	3	6,893	2,313	1,375,564	2,595	1,610,047
Porto Rico	1,013	510,207	56	56,041	17	26,659	21	54,518	1,107	647,425	1,030	587,468
GRAND TOTAL	62,945	$28,532,665	2,748	$2,650,403	1,123	$1,717,011	357	$928,147	67,355	$33,945,464	44,472	$25,632,918

AMERICAN TRUCK EXPORTS*

COUNTRIES	Under 1 Ton		1 Ton and not over 1½ Tons		Over 1½ Tons and not over 2½ Tons		Over 2½ Tons		Bus Chassis		Total 1933 Trucks and Buses		Total 1932 Trucks and Buses	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe	1,054	$267,017	9,998	$3,282,573	2,246	$1,629,907	429	$676,108	6	$5,701	13,733	$5,861,306	8,390	$3,416,102
North America	539	202,454	1,548	807,126	499	415,295	103	214,834	.....	.....	2,689	1,639,709	1,787	1,183,044
South America	572	196,635	5,978	2,797,894	411	396,315	118	248,227	1	2,702	7,080	3,641,773	3,397	1,660,584
Asia	680	181,838	10,529	3,804,139	1,209	1,190,281	486	940,722	4	4,135	12,908	6,121,115	9,120	4,448,838
Oceania	1,117	307,242	1,399	563,307	282	160,273	43	34,329	15	14,818	2,856	1,079,969	564	227,652
Africa	817	246,160	2,873	1,131,287	294	235,721	27	43,119	.....	.....	4,011	1,656,287	1,577	699,657
TOTAL	4,779	$1,401,346	32,325	$12,386,326	4,941	$4,027,792	1,206	$2,157,339	26	$27,356	43,277	$20,000,159	24,835	$11,640,877
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103	83,063	77	68,160
Hawaii	147	69,377	134	83,244	31	38,332	23	132,330	.....	.....	335	323,283	387	288,536
Puerto Rico	26	10,136	250	159,063	67	57,584	45	58,050	.....	.....	388	284,833	310	213,268
GRAND TOTAL	4,952	$1,480,859	32,709	$12,628,633	5,039	$4,123,708	1,274	$2,347,719	26	$27,356	44,103	$20,691,338	25,609	$12,210,841

Ratio of U. S. Foreign Sales to American Production

	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933
Passenger cars	8.1	10.1	11.6	11.4	15.5	15.3	13.7	12.8	9.8	10.3	7.3
Trucks	18.1	21.5	24.9	25.8	34.1	35.5	40.9	31.0	28.8	23.2	15.4
Total	9.1	11.4	13.3	13.2	18.1	17.9	17.7	15.9	13.1	12.5	8.7

U. S. Exports of Parts and Accessories—1933*

COUNTRIES	Auto Parts for Assembly	Auto Pistons	Auto Piston Rings	Spark Plugs	Auto and Truck Springs	Asbestos Brake Lining		Auto Parts for Replacement N. E. S.	Auto Accessories N. E. S.	Auto Tire Service Equip.	Pumps for Gasoline and Oil		Other Auto Service Equip.	Total Exports of Parts and Accessories
						Molded and Semi-Molded	Net Molded				Number	Dollars		
Europe	$4,044,607	$132,935	$70,350	$998,081	$21,254	$146,584	$58,803	$4,827,232	$200,584	$24,400	3,471	$139,658	$318,105	$10,933,621
North America	9,898,441	112,343	145,864	64,205	40,088	104,030	62,084	2,482,743	990,607	24,134	1,074	31,356	153,463	14,298,724
South America	1,838,743	34,919	103,746	110,901	42,867	135,609	74,708	2,118,975	161,013	9,530	1,234	15,942	118,703	4,728,372
Asia	2,221,947	22,916	36,437	80,620	102,569	35,668	38,843	2,436,539	105,595	7,856	357	16,333	82,639	5,220,530
Oceania	123,866	1,058	1,727	1,637	414	25,536	14,876	623,544	25,035	4,143	82	1,711	27,242	829,546
Africa	220,509	7,613	4,571	44,585	64,248	23,122	6,704	1,183,730	93,733	10,617	1,813	9,169	53,704	1,669,027
TOTAL	$18,348,115	$311,784	$362,695	$1,300,029	$271,440	$468,549	$256,018	$13,672,763	$1,576,567	$80,680	8,031	$214,169	$753,856	$37,679,820
Alaska	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71,330
Hawaii	5,083	2,172	6,778	22,679	19,488	18,909	18,523	399,108	45,586	1,103	139	12,684	25,923	550,783
Puerto Rico	5,259	229	1,479	5,772	20,376	10,585	4,322	166,868	15,234	246	63	3,801	9,047	237,457
GRAND TOTAL	$18,358,455	$314,185	$370,952	$1,328,480	$311,304	$498,043	$278,863	$14,238,739	$1,637,387	$82,029	8,233	$230,654	$788,826	$38,539,390

*Automotive Division—Bureau of Foreign and Domestic Commerce.

AUTOMOTIVE

AMERICAN PASSENGER

MAKE AND MODEL	F.O.B. Price of Standard Model 5 Pass. 4 Door. Sdn.	Wheelbase (Ins.)	Tire Size (Ins.)	Engine Make and Model	Type No. of Cylinders, Bore and Stroke	Taxable H.P.	Piston Displacement	Wt. per Cu. In. 5 Pass. 4 Door Sdn.	H.P. per Cu. In.	Maximum Brake H.P. at Specified R.P.M.	B.M.E.P. at Maximum H.P.	Engine Revolutions per Mile	Wt. per H.P. 5 Pass. 4 Door Sedan	Compression Ratio	VALVES Arrangement	Inlet—Head Diam. (Ins.)	Inlet Seat Angle (Deg.)	Exhaust Head Diam. (Ins.)	Exhaust Seat Angle (Deg.)	Camshaft Drive (Make and Type)	RINGS No. and Width Compression	No. and Width Oil
Auburn.....Std. 6-52	$745	119	5.50/17	Lyc....WF	6-3⅛x4¾	22.50	209.9	.....	.40	85-3500	91.5	3540	.....	6.20	L.	1⅝	30	1 13/32	45	W-ch...	2-⅛	2-⅛
Auburn.....Cus. 6-52	845	119	5.50/17	Lyc....WF	6-3⅛x4¾	22.50	209.9	.....	.40	85-3500	91.5	3540	.....	6.20	L.	1⅝	30	1 13/32	45	W-ch...	2-⅛	2-⅛
Auburn.....Std. 8-50	995	126	6.25/16	Lyc....GF	8-3⅛x4¾	30.02	279.9	.....	.36	100-3400	83.2	3360	.....	5.30	L.	1⅝	30	1 13/32	45	W-ch...	2-⅛	2-⅛
Auburn.....Cus. 8-50	1125	126	6.25/16	Lyc....GG	8-3⅛x4¾	30.02	279.9	.....	.41	115-3600	90.5	3860	.....	6.20	L.	1⅝	30	1 13/32	45	W-ch...	2-⅛	2-⅛
Auburn.....12-165	1645	133	6.00/17	Lyc....BB	V12-3⅛x4¼	46.80	391.1	.....	.41	160-3400	95.4	3340	.....	5.75	H	1 21/32	30	1 17/32	30	LB-ch..	2-⅛	2-⅛
Austin.....	345*	75	3.75/18	Own.....	4-2.2x3	7.80	45.6	.....	.28	13-3200	70.5	4460	.....	5.30	L.	21/64	45	21/64	45	Spir....	2-3/32	1-⅛
Buick.....34-50	1125	119	7.00/16	Own.....	8-2 11/32x4¼	28.20	235.9	16.9	.37	88-3200	92.6	3360	43.80	5.25	I.	1 11/32	45	1 11/32	45	GE-ge..	2-⅛	2-3/32
Buick.....34-60	1345	128	7.50/16	Own.....	8-3 3/32x4⅝	30.63	278.1	15.9	.36	100-3200	89.1	3190	43.00	5.25	I.	1⅝	45	1⅞	45	GE-ge..	2-⅛	2-3/32
Buick.....34-90	1845	136	7.50/16	Own.....	8-3⅜x5	35.12	344.8	13.6	.34	116-3200	83.2	2950	40.44	4.95	I.	1 25/32	45	1 13/32	45	GE-ge..	2-⅛	2-3/32
Cadillac.....355-D	2495*	128-146	7.00/17	Own..355D	V8-3⅜x4⅝	36.40	353.0	13.8	.33	130-3400	85.9	3185	.....	6.25	L.	1 21/32	30	1 21/32	45	O-ge....	3-3/32	1-⅝
Cadillac.....370-D	3995	146	7.50/17	Own..370D	V12-3½x4	46.90	368.0	.....	.37	150-3600	89.8	3220	.....	6.00	I.	1½	45	1 21/64	45	O-ge....	3-3/32	1-3/32
Cadillac.....452-D	6650	154	7.50/17	Own.452D	V16-3x4	57.50	452.0	.....	.40	185-3800	85.3	3110	.....	6.00	I.	1½	45	1 21/64	45	O-ge....	3-3/32	1-3/32
Chevrolet....Std. '33	495*	107	5.25/17	Own.....	6-3⅝x3½	26.30	181.0	.....	.33	60-3000	87.5	3225	.....	5.20	I.	1 23/64	45	1 11/32	45	Va-ge..	2-3/32	1-⅝
Chevrolet.....Master	645	112	5.50/17	Own.....	6-3⅜x4	26.30	206.8	.....	.39	80-3300	92.8	3160	.....	5.45	I.	1 21/64	45	1 3/32	45	Va-ge..	2-⅛	1-⅝
Chrysler.....Six	850	118-121	6.50/16	Own.....	6-3⅜x4½	27.34	241.6	.....	.39	93-3400	89.8	3050	.....	5.40	L.	1 17/32	45	1 3/32	45	-ch..	3-⅛	1-3/32
Chrysler.....8	1245	123	7.00/16	Own.....	8-3¼x4½	33.80	298.6	.....	.39	116-3400	90.4	2940	.....	5.40	L.	1 5/32	45	1 3/32	45	-ch..	3-⅛	1-⅝
Chrysler.....Imp. 8	1495	130	7.50/16	Own.....	8-3¼x4⅞	33.80	323.5	.....	.40	128-3400	92.3	2980	.....	6.50	L.	1 5/32	45	1 3/32	45	-ch..	3-⅛	1-⅝
Chrysler...Imp. Cus. 8	.....	146	7.50/17	Own.....	8-3½x5	39.20	384.8	.....	.38	145-3200	93.2	2780	.....	6.50	L.	1 23/32	45	1 21/32	45	-ch..	4-3/32	1-⅝
Continental.....41	495	101½	5.25/17	Own.....	4-3⅜x4	18.20	143.1	14.8	.27	38-2600	80.7	3400	55.13	5.05	L.	1 21/32	30	1 17/32	30	LB-ch..	2-⅛	1-⅝
Cunningham.....	.....	132-142	7.00/19	Own.....	8-3⅞x5	48.00	471.0	.....	.30	140-2800	84.0	.....	.....	5.00	L.	1⅞	45	1⅞	45	.....	2-⅜	1-⅝
De Soto.....Six	995	115	6.50/16	Own.....	6-3⅜x4½	27.34	241.6	.....	.41	100-3400	96.5	3050	.....	6.20	L.	1 17/32	45	1 15/32	45	Mor-ch.	3-⅛	1-⅝
Dodge.....Six	745*	117-121	6.25/16	Own.....	6-3¼x4⅜	23.40	217.8	.....	.40	87-3600	87.9	3310	.....	6.50	L.	1 13/32	45	1 13/32	45	Mor-ch.	3-⅛	1-3/32
Duesenberg.....	.....	142-153½	7.00/19°	Own.....	8-3¾x4¾	45.00	419.7	.....	.63	320-4200	119.0	2460	.....	5.20	I.	1½	30	1 9/16	30	LB-ch..	3-⅛	1-⅝
Ford.....	585	112	5.50/17	Own.....	V8-3⅛x3¾	30.00	220.0	.....	.39	85-3800	80.5	3165	.....	6.30	L.	1½	45	1½	45	Own-ge.	2-3/32	1-3/32
Franklin.....Olympic	1435	118	7.00/17	Own.....	6-3½x4¾	29.40	274.2	13.2	.36	100-3100	93.3	3091	.....	5.12	I.	1 27/32	30	1 23/32	30	W-ch..	3-⅛	1-⅝
Franklin.....Airman	2185	132	6.50/19	Own.....	6-3½x4¾	29.40	274.2	16.1	.36	100-3100	93.3	3083	44.2	5.12	I.	1 27/32	30	1 23/32	30	W-ch..	3-⅛	1-⅝
Franklin.....12	2885	144	7.50/17	Own.....	V12-3¼x4	50.70	398.2	14.0	.38	150-3100	96.2	2143	37.6	5.12	I.	1 41/64	30	1 33/64	30	LB-ch..	2-⅛	2-3/32
Graham.....6	745	116	6.25/16	Own.....	6-3¼x4½	25.35	224.0	15.0	.38	85-3400	88.5	3023	.....	6.50	L.	1⅝	30	1 15/32	45	LB-ch..	2-⅛	1-⅝
Graham.....8	1015	123	6.50/16	Own.....	8-3½x4	31.25	245.4	14.2	.39	95-3400	90.4	2971	.....	6.70	L.	1⅞	45	1⅝	45	LB-ch..	2-⅛	1-⅝
Graham.....Cus. 8	1295	123	7.00/16	Own.....	8-3¼x4	33.80	265.4	.....	.51	135-4000	100.8	3065	.....	6.70	L.	1⅝	45	1⅞	45	LB-ch..	2-⅛	1-⅝
Hudson.....8	785*	116-123	6.00/16	Own.....	8-3x4½	28.80	254.4	.....	.42	108-3800	88.6	3170	.....	5.80	L.	1½	45	1⅜	45	GE-ge..	2-3/32	2-
Hupmobile.....417	795	117	6.00/16	Own.....	6-3½x3⅞	29.40	224.0	14.9	.36	80-3400	83.1	3360	.....	5.32	L.	1 21/32	45	1 17/32	45	Mor-ch.	2-⅛	2-3/32
Hupmobile.....421-J	1095*	121	6.50/16	Own.....	6-3½x4¼	29.40	245.3	14.9	.38	93-3400	88.5	3305	.....	5.75	L.	1 23/32	45	1 17/32	45	Mor-ch.	2-⅛	2-3/32
Hupmobile.....427	1245*	127½	7.00/16	Own.....	8-3⅝x4¾	32.50	303.2	12.3	.38	115-3500	86.0	3190	.....	5.80	L.	1 17/32	45	1 13/32	45	Mor-ch.	2-⅛	2-3/32
LaFayette.....	695	113	5.50/17	Own.....	6-3¼x4⅜	25.30	217.8	.....	.35	75-3200	85.2	3620	.....	5.30	I.	1 23/32	45	1 17/32	45	Dia-ch.	2-⅛	2-
La Salle.....	1595	119	7.00/16	Own.....	8-3x4¼	28.80	240.3	.....	.40	-3700	.....	3270	.....	6.50	L.	1⅝	30	1⅞	30	W-ch..	2-⅛	2-..
Lincoln.....V-12-136	3400	136	7.00/18	Own.....	V12-3⅛x4½	50.70	414.0	.....	.36	150-3400	84.5	3070	35.53	5.25	L.	1⅝	45	1⅝	45	Mor-ch.	3-⅛	2-3/32
Lincoln.....V-12-145	.....	145	7.50/18	Own.....	V12-3⅛x4½	50.70	414.0	.....	.36	150-3400	84.5	2975	.....	5.25	L.	1⅝	45	1⅝	45	Mor-ch.	3-⅛	2-3/32
Marmon.....16	4825	145	7.00/18	Own.....	V16-3⅛x4	62.50	490.8	10.9	.41	200-3400	94.9	2540	26.80	5.75	I.	1⅝	45	1⅜	45	Dia-ch	2-⅛	1-⅝
Nash.....Big Six	785	116	5.50/17	Own.....	6-3⅜x4⅜	27.30	234.8	13.4	.38	88-3200	92.5	3420	38.29	5.25	I.	1¾	45	1 13/32	45	Dia-ch.	2-⅛	2-
Nash.....Adv. 8	1065	121	6.50/16	Own.....	8-3½x4¼	31.20	260.8	13.6	.38	100-3400	89.3	3050	35.40	5.25	I	1 21/32	45	1 13/32	45	Dia-ch.	2-⅛	2-
Nash.....Ambas. 8	1575	133-142	7.00/17	Own.....	8-3⅜x4½	36.40	322.0	13.5	.39	125-3600	85.5	3070	34.63	5.25	I.	1¾	45	1 13/32	45	Dia-ch.	2-⅛	2-
Oldsmobile.....F-34	730	114	5.50/17	Own.....	6-3⅝x4⅛	26.30	213.3	.....	.39	84-3250	96.2	3510	.....	5.70	L.	1⅝	30	1⅞	30	W-ch...	2-⅛	1-⅝
Oldsmobile.....L-34	925	119	7.00/16	Own.....	8-3x4¼	28.80	240.3	.....	.37	90-3350	88.6	3425	.....	5.70	L.	1⅝	30	1⅞	30	W-ch...	2-⅛	2-
Packard.....8	2350	129-136-141	7.00/17	Own.....	8-3⅜x5	32.50	320.0	14.5	.38	120-3200	92.8	3020	38.67	6.00	L.	1 21/32	45	1 13/32	45	Mor-ch.	3-⅛	1-3/32
Packard.....Super 8	2950	135-142-147	7.00/17	Own.....	8-3½x5	39.20	384.8	12.7	.38	145-3200	93.3	3250	33.72	6.00	L.	1 9/16	45	1 9/16	45	Mor-ch.	3-⅛	1-3/32
Packard.....Twelve	3960	142-147	7.50/17	Own.....	V12-3⅞x4	56.70	445.5	12.4	.35	160-3200	89.0	3140	34.56	6.00	H	1 21/32	45	1 11/32	45	W-ch...	3-⅛	1-3/32
Pierce-Arrow...840A	2895*	138-144	7.00/17	Own.....	8-3½x5	39.20	385.0	.....	.36	140-3400	84.8	2930	.....	5.50	L.	1 17/32	45	1⅝	45	W-ch...	3-⅛	1-⅝
Pierce-Arrow...1240A	3295*	138-144	7.50/17	Own.....	V12-3½x4	58.80	462.0	.....	.38	175-3400	88.2	2830	.....	6.00	L.	1 17/32	45	1⅝	45	W-ch...	3-⅛	1-⅝
Pierce-Arrow...1248A	4295*	147	7.50/17	Own.....	V12-3½x4	58.80	462.0	.....	.38	175-3400	88.2	2830	.....	6.00	L.	1 17/32	45	1⅝	45	W-ch...	3-⅛	1-⅝
Plymouth.....	585	108-114	6.00/16	Own.....	6-3⅛x4⅜	23.44	201.3	13.3	.38	77-3600	84.3	3165	34.78	5.80	L.	1 15/32	45	1 13/32	45	Mor-ch.	3-⅛	1-3/32
Pontiac.....1934-603	785	117¼	6.00/17	Own.....	8-3⅜x3½	32.52	223.4	.....	.38	84-3800	78.6	3380	.....	6.20	L.	1 13/32	30	1 13/32	45	Mor-ch.	3-⅛	1-⅝
Reo.....S6	.....	118	6.00/17	Own.....	6-3⅜x5	27.34	268.0	.....	.32	85-3200	78.5	3200	.....	5.30	L.	1 13/32	45	1 13/32	45	Mor-ch.	3-⅛	1-⅝
Reo.....Royale	.....	131	6.50/18	Own.....	8-3⅝x5	36.48	357.8	.....	.35	125-3300	84.0	3065	.....	5.30	L.	1 9/16	45	1 9/16	45	Mor-ch.	3-⅛	2-
Studebaker....Dict. 6	745	113	5.50/17	Own.....	6-3¼x4⅛	25.4	205.3	14.1	.42	87-3600	93.4	3505	33.30	6.30	L.	1 15/32	45	1 9/32	45	Mor-ch.	3-⅛	1-⅝
Studebaker....Com. 8	945	119	6.00/17	Own.....	8-3⅛x3¾	30.0	221.0	14.9	.47	103-4000	92.2	3580	32.04	6.30	L.	1 13/32	45	1 9/32	45	-ge..	3-⅛	1-⅝
Studebaker....Pres. 8	1145	123	6.50/17	Own.....	8-3⅛x4¼	30.0	250.4	13.9	.44	110-3800	96.9	3370	31.63	6.31	L.	1 13/32	45	1 9/32	45	-ge..	3-⅛	1-⅝
Stutz.....SV16	3095	134½	7.00/18	Own.....	8-3⅜x4½	36.4	322.0	15.3	.35	113-3300	84.3	3185	45.50	5.50	I.	1 21/32	45	1 21/32	45	LB-ch..	3-⅛	1-⅝
Stutz.....SV16	3510	145	7.00/18	Own.....	8-3⅜x4½	36.4	322.0	15.7	.35	113-3300	84.3	3185	46.30	5.50	I.	1 21/32	45	1 21/32	45	LB-ch..	3-⅛	1-⅝
Stutz.....DV32	2780	134½	7.00/18	Own.....	8-3⅜x4½	36.4	322.0	17.5	.49	156-3900	98.5	3185	33.80	5.00	I.	1 9/32	45	1 9/32	45	LB-ch..	3-⅛	1-⅝
Stutz.....DV32	3195	145	7.00/18	Own.....	8-3⅜x4½	36.4	322.0	16.3	.49	156-3900	98.5	3185	34.30	5.00	I.	1 9/32	45	1 9/32	45	LB-ch..	3-⅛	1-⅝
Terraplane.....K	650	112	5.25/17	Own.....	6-3x5	21.6	212.0	.....	.38	80-3600	83.0	3575	.....	5.80	L.	1⅝	45	1⅝	45	-ge..	2-3/32	2-
Terraplane.....KU	730	116	5.50/17	Own.....	6-3x5	21.6	212.0	.....	.38	80-3600	83.0	3505	.....	5.80	L.	1⅝	45	1⅝	45	-ge..	2-3/32	2-
Willys.....77	.....	100	5.00/17	Own.....	4-3⅛x4⅜	15.6	134.2	15.9	.36	48-3200	88.8	3440	44.50	5.13	L.	1 11/32	45	1 11/32	45	-ch..	3-3/32	1-⅝

ABBREVIATIONS:

°—Others also
*—Austin—2 pass. 2d Coupe
Chevrolet—Standard Coach
Cadillac—128 in. wheelbase Sdn.
Dodge 6—117 in. wheelbase Sdn.
Hudson 8—116 in. Wheelbase Sedan
Hupmobile 417—421J—6 pass. Sedan
Pierce-Arrow 840A—138 in. wheelbase Sedan
Pierce-Arrow 1240A—138 in. wheelbase Sedan
Pierce-Arrow 1248A—7 pass. Sedan
‡—Overall length
§—At extra cost
A—Automatic
AC—Full Automatic, centrifugal (spark control)
ACV—Full Automatic, centrifugal, vacuum (spark control)
Al—Aluminum
Als—Aluminum with struts
Au—Automatic shutters
ch—Chain
DM—Direct Mechanical (starter drive)
F—Floating (piston pin locked in)
Flo—Floating (engine mounting)
G—Gravity
ge—Gear
H—Horizontal (valve arrangement)
I—In-head (valve arrangement)
In—Inertia (starter drive)
L—"L" Head (valve arrangement)
Mp—Mechanical pump
Ms—Mechanical pump and supercharger
N—No or None
Or—Over running clutch (starter drive)
P—Piston
R—Rod

SPECIFICATIONS

CAR POWER PLANTS

Piston Pin Diameter	Piston Pin Locked in	Piston Material	Weight of Piston and Rod Assembly (Lbs.)	Piston Speed at Maximum H.P. (Ft. per Min.)	Crankshaft Counterbalanced	Vibration Damper	Number Main Bearings	Crankpin Diameter (Ins.)	Crankpin Length (Ins.)	Oil Pressure To: Main Bearing	Conn. Rods	Camshaft	Wristpins	Timing Drive	Engine Mounting	Oil Cleaner Make	Crankcase Ventilator	Air Cleaner Make	Engine Temperature Control	Fuel Feed (Make and Type)	Carbureter Make	Electrical System: Ignition Make	Spark Control	Spark Plug Size	Generator and Starter Make	Type of Starter Drive	Battery Make	Capacity (Amp. Hours)	Make and Model
7/8	R	Als.	3.71	2770	Y	Y	4	2 1/2	1 1/4	Y	Y	Y	N	N	RFR.	Pur.	Y	Bur.	Th.	Ste-Mp.	Car.	A.	SC.	14M	A.		USL	90	Auburn Std. 6-52
7/8	R	Als.	3.71	2770	Y	Y	4	2 1/2	1 1/4	Y	Y	Y	N	N	RFR.	Pur.	Y	Bur.	Th.	Ste-Mp.	Car.	A.	SC.	14M	A.		USL	90	Auburn Cus. 6-52
7/8	R	Als.	3.71	2690	Y	Y	5	2 1/2	1 1/4	Y	Y	Y	N	N	RFR.	Pur.	Y	Bur.	Th.	Ste-Mp.	Str.	A.	SC.	18M	A.		USL	105	Auburn Std. 8-50
7/8	R	Als.	3.71	2850	Y	Y	5	2 1/2	1 1/4	Y	Y	Y	N	N	RFR.	Pur.	Y	Bur.	Th.	Ste-Mp.	Str.	A.	SC.	14M	A.		USL	105	Auburn Cus. 8-50
7/8	F	Als.		2410	Y	Y	4			Y	Y	Y	Y	Y	RFR.	Pur.	Y	AC.	Th.	Ste-Mp.	Str.	D.	SC.	18M	D.		USL	120	Auburn 12-165
1/2	R	Al		1600	N	N	2		1 1/4	N	Y	Y	N		RFR.	No.	Y	No.	No.	-G	Til.	A.	SC.	18M	A.		USL	43	Austin
3/4	R	CI.		2270	Y	Y	5	2 1/8	1 5/8	Y	Y	Y	N	Y	RFR.	AC.	Y	AC.	Th.	AC-Mp.	Mar.	D.	SCV	18M	D.	DM.	Del.	100	Buick 34-50
5/8	R	CI.		2465	Y	Y	5	2 3/8	1 5/8	Y	Y	Y	N	Y	RFR.	AC.	Y	AC.	Th.	AC-Mp.	Mar.	D.	SCV	18M	D.	DM.	Del.	120	Buick 34-60
7/8	R	CI.		2665	Y	Y	5	2 3/8	1 7/8	Y	Y	Y	N	Y	RFR.	AC.	Y	AC.	Th.	AC-Mp.	Mar.	D.	SCV	18M	D.	DM.	Del.	135	Buick 34-90
7/8	P	Al	3.35	2800	Y	N	3	2 3/8	2 3/4	Y	Y	Y	Y	Y	RFR.	No.	Y	AC.	Th.	AC-Mp.	DL.	D.	SC.	18M	D.	DM.	Del.	130	Cadillac 355-D
7/8	P	Al		2400	Y	Y	4	2 1/2	1 1/8	Y	Y	Y	Y	Y	RFR.	Cun	Y	AC.	Th.	AC-Mp.	DL.	D.	SC.	18M	D.	DM.	Del.	160	Cadillac 370-D
7/8	P	Al		2530	Y	Y	5	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	Cun	Y	AC.	Th.	AC-Mp.	DL.	D.	SC.	18M	D.	DM.	D.	190	Cadillac 452-D
1	R	CI.		1750	Y	Y	3	2 1/8	1 9/32	Y	N	Y	N	Y	RFR.	No.	Y	AC.	No.	-Mp.	Car.	D.		14M	D.		Del.	90	Chevrolet Std. '33
1	R	CI.		2200	Y	Y	3	2 1/8	1 11/32	Y	N	Y	N	Y	RFR.	No.	Y	AC.	No.	AC-Mp.	Car.	D.	SCV	14M	D.		Var.	90	Chevrolet Master
11/16	F	Al		2550	Y	Y	4	2 1/8	1 1/8	Y	Y	Y	N	Y	Flo.	Pur.	Y	AC.	Th.	AC-Mp.	B&B.	D.		14M	D.	DM.	Wil.	121	Chrysler Six
11/16	F	Al		2550	Y	Y	5	2 9/32	1 1/8	Y	Y	Y	N	Y	Flo.	Pur.	Y	AC.	Th.	AC-Mp.	Str.	D.	AC.	14M	D.	DM.	Wil.	140	Chrysler 8
11/16	F	Al		2765	Y	Y	5	2 9/32	1 1/8	Y	Y	Y	N	Y	Flo.	Pur.	Y	AC.	Th.	AC-Mp.	Str.	D.	AC.	14M	D.	DM.	Wil.	140	Chrysler Imp. 8
11/16	F	Al		2665	Y	Y	9	2 3/8	1 1/8	Y	Y	Y	N	Y	Flo.	Pur.	Y	AC.	Au.	AC-Mp.	Str.	D.	AC.	14M	D.	DM.	Wil.		Chrysler Imp. Cus. 8
11/16	F	CI.		1733	N	N	3	1 3/4	1 5/8	Y	Y	Y	N	Y	RFR.	No.	Y	Ho.	Th.	AC-Mp.	Mar.	A.		18M	A.		USL	70	Continental 41
5/8	F	CI.		2330	Y	N	3	2 3/8	1 3/4	Y	Y	Y	Y	N	RFR.	Cun	N		Th.	-Mp.	Str.	D.	SC.		D.	In	Wil.	135	Cunningham
11/16	F	Als.		2550	Y	Y	4	2 1/8	1 1/8	Y	Y	Y	N	Y	Flo.	Pur.	Y	AC.	Th.	AC-Mp.	B&B.	D.		14M	D.		Wil.	100	De Soto Six
11/16	F	Als.		2630	Y	Y	4	1	1	Y	Y	Y	N	Y	Flo.	Pur.	Y	AC.	Th.	AC-Mp.	Str.	D.		14M	D.		Wil.	190	Dodge Six
1 1/8	F	Al		3320	Y	Y	5	2 7/8	1 3/4	Y	Y	Y	Y	Y	RFR.	Pur.	Y	AC.	Th.	Own-Mp.	Str.	D.	SC.	18M	D.		Exi.	160	Duesenberg
3/4	F	Al		2375	Y	N	3	2 7/8	1 3/4	Y	Y	Y	N	N	RFR.	No.	No.	No.	No.	AC-Mp.	Str.			18M		In		80	Ford
5/8	R	Als.		2455	Y	Y	7	3 1/8	1	Y	Y	N	N	Y	RR.	Pur.	Y	AC.	Th.	AC-Mp.	Str.	D.		18M	D.		Wil.	105	Franklin Olympic
5/8	R	Als.		2455	Y	Y	7	3 1/8	1	Y	Y	N	N	Y	RR.	Pur.	Y	AC.	Th.	AC-Mp.	Str.	D.		18M	D.		Wil.	135	Franklin Airman
7/8	F	Als.		2065	Y	Y	7	2 3/8	5/8	Y	Y	N	Y	Y	RR.	Pur.	Y	AC.	Th.	AC-Mp.	Str.	D.		18M	D.		Wil.	153	Franklin 12
5/8	R	Als.		2550	N	Y	7	2 1/4	1 1/4	Y	Y	Y	N	Y	RFR.	No.	Y	AC.	Th.	AC-Mp.	Str.	D.	AC.	18M	D.		Wil.	86	Graham 6
5/8	R	Als.		2265	N	Y	5	2 1/8	1 1/4	Y	Y	Y	N	Y	RFR.	No.	Y	AC.	Th.	AC-Mp.	Str.	D.	AC.	18M	D.		Wil.	100	Graham 8
5/8	R	Al		2666	Y	Y	5			Y	Y	Y	N	Y	RFR.	No.	Y	AC.	Th.	AC-Ms.	Str-s.	D.	AC.	18M	D.		Wil.	100	Graham Cus. 8
3/4	F	Al	2.74	2850	Y	Y	5	1 5/8	1 5/8	N	N	N	N	Y	RFR.	§	Y	AC.	Th.	AC-Mp.	Car.	A.	AC.	14M	A.	In	Exi.	120	Hudson 8
7/8	F	Als.		2195	Y	Y	4	2 1/8	1 1/4	Y	Y	N	Y	Y	RFR.	Pur.	Y	Bur.	Th.	-Mp.	Str.	A.	SC.	18M	A.	In	Wil.	100	Hupmobile 417
7/8	F	Als.		2410	Y	Y	4	2 1/8	1 1/4	Y	Y	N	Y	Y	RFR.	Pur.	Y	Bur.	Th.	-Mp.	Str.	A.	SC.	18M	A.	In	Wil.	113	Hupmobile 421-J
7/8	F	Als.		2770	Y	Y	5	2 1/8	1 1/4	Y	Y	Y	Y	Y	RFR.	Pur.	Y		Th.	-Mp.	Str.	A.	SC.	18M	A.	In	Wil.	121	Hupmobile 427
7/8	F	Al	3.75	2330	Y	Y	7	2	1 7/8	Y	Y	Y	Y	Y	RFR.	B&S	Y	AC.	Au.	AC-Mp.	Mar.	A.	AC.	18M	A.	In	Glo		LaFayette
7/8	P	Al		2620	Y	Y	5	2 1/4	1 5/8	Y	Y	Y	Y	Y	RFR.		Y	AC.	Th.	AC-Mp.	Str.	D.	AC.	18M	D.	Or.	Del.	130	La Salle
7/8	P	Al		2550	Y	Y				Y	Y	Y	N	Y	RFR.	No.	N	AC.	Th.	-Mp.	Str.	A.	SC.	18M	A.	In	Exi.	135	Lincoln V-12-136
7/8	P	Al		2550	Y	Y				Y	Y	Y	N	Y	RFR.	No.	N	AC.	Th.	-Mp.	Str.	A.	SC.	18M	A.	In	Exi	135	Lincoln V-12-145
7/8	F	Al		2265	N	Y	5	2 3/8	1 11/32	Y	Y	Y	N	Y	RFR.	AC.	Y	AC.	Au.	AC-Mp.	Str.	D.	SC.	18M	D.		Exi.	153	Marmon 16
7/8	F	Als.	3.78	2335	Y	Y	7	2	1 11/32	Y	Y	Y	Y	Y	RFR.	BS.	Y	AC.	Th.	AC-Mp.	Str.	A.	AC.	18M	A.	In	USL	115	Nash Big Six
5/8	F	Als.	3.48	2410	N	Y	9	2	1 9/32	Y	Y	Y	Y	Y	RFR.	BS.	Y	AC.	Th.	AC-Mp.	Str.	A.	AC.	18M	A.	In	USL	133	Nash Adv. 8
7/8	F	Als.	3.59	2700	Y	Y	9	2 1/8	1 5/8	Y	Y	Y	Y	Y	RFR.	BS.	Y	AC.	Th.	AC-Mp.	Str.	A.	AC.	18M	A.	In	USL	152	Nash Ambas. 8
11/16	P	CI.	3.94	1340	Y	Y	4	1 7/8	1 5/8	Y	Y	Y	Y	Y	RFR.	No.	Y	AC.	Th.	AC-Mp.	Str.	D.	AC.	18M	D.	Or.	Del.	100	Oldsmobile F-34
11/16	P	CI.	3.87	2300	Y	Y	5	2 1/4	1 5/8	Y	Y	Y	Y	Y	RFR.	AC.	Y	AC.	Th.	AC-Mp.	Str.	D.	AC.	18M	D.	Or.	Del.	114	Oldsmobile L-34
7/8	F	Als.		2665	Y	Y	9	2 3/8	1 1/32	Y	Y	Y	Y	Y	RFR.	Pur.	Y	AC.	Au.	AC-Mp.	Str.	N.		14M	Dy.		Pre.	144	Packard 8
7/8	F	Als.		2665	Y	Y	9	2 3/8	1 1/4	Y	Y	Y	Y	Y	RFR.	Pur.	Y	AC.	Au.	AC-Mp.	Str.	N.		14M	Dy.		Pre.	144	Packard Super 8
7/8	F	Als.		2135	Y	Y	4	2 1/2	1 1/8	Y	Y	Y	Y	Y	RFR.	Pur.	Y	AC.	Au.	AC-Mp.	Str.	A.		14M	Dy.		Pre.	144	Packard Twelve
5/8	R	Als.		2835	Y	Y	9	2 1/4	1 1/4	Y	Y	Y	N	Y	RFR.	Pur.	Y	AC.	Au.	Ste-Mp.	Str.	D.		14M	D.		Wil.	145	Pierce-Arrow 840A
5/8	F	Als.		2270	Y	Y	7	2 1/8	1 1/8	Y	Y	Y	Y	Y	RFR.	Pur.	Y	AC.	Au.	Ste-Mp.	Str.	D.		14M	D.		Wil.	165	Pierce-Arrow 1240A
5/8	F	Als.		2270	Y	Y	7	2 1/8	1 1/8	Y	Y	Y	Y	Y	RFR.	Pur.	Y	AC.	Au.	Ste-Mp.	Str.	D.		14M	D.		Wil.	165	Pierce-Arrow 1248A
11/16	F	Al		1575	Y	Y	4	1 5/8	1	Y	Y	Y	N	Y	Flo.	Pur.	Y	AC.	Th.	AC-Mp.	B&B.	D.	ACV.	14M	D.	DM.	Wil.	86	Plymouth
5/8	P	CI.		2220	Y	Y	5	2	1 5/8	Y	Y	Y	Y	Y	RFR.	No.	Y	AC.	Th.	AC-Mp.	Car.	D.	AC.	14M	D.	In	Del.	107	Pontiac 1934-603
11/16	F	Al		2666	Y	Y	7	2 1/8	1 1/2	Y	Y	Y	N	Y	RFR.	Pur.	Y	Pur.	Th.	AC-Mp.	Str.	D.		18M	D.		Wil.	102	Reo S6
11/16	F	Al		2750	Y	Y	9	2 3/8	1 1/2	Y	Y	Y	Y	Y	RFR.	Han	Y	Own	Th.	AC-Mp.	Sch.	D.		18M	D.		Wil.	136	Reo Royale
7/8	R	Al	3.47	2475	Y	Y	4	2 1/8	1 3/8	Y	Y	Y	N	Y	RFR.	No.	Y	Bur.	Th.	AC-Mp.	Str.	A.	ACV.	18M	A.	In	Wil.	102	Studebaker Dict. 6
7/8	R	Al	3.04	2500	Y	Y	9	1 7/8	1 3/8	Y	Y	Y	N	Y	RFR.	Pur.	Y	Bur.	Th.	AC-Mp.	Str.	D.	ACV.	18M	D.	In	Wil.	102	Studebaker Com. 8
7/8	R	Al	3.23	2550	Y	Y	9	1 7/8	1 3/8	Y	Y	Y	N	Y	RFR.	Pur.	Y	Bur.	Th.	AC-Mp.	Str.	D.	ACV.	18M	D.	In	Wil.	136	Studebaker Pres. 8
7/8	F	Als.	3.93	2475	N	N	7	2 3/8	1 3/4	Y	Y	Y	Y	Y	Ri.	Pur.	N	AM.	Au.	King-V.	Zen.	D.	SC.	18M	D.	In	Pre.	145	Stutz SV16
7/8	F	Als.	3.93	2475	N	N	7	2 3/8	1 3/4	Y	Y	Y	Y	Y	RR.	Pur.	N	AM.	Au.	King-V.	Zen.	D.	SC.	18M	D.	In	Pre.	145	Stutz SV16
7/8	F	Als.	3.50	2925	N	N	9	2 3/8	1 3/4	Y	Y	Y	Y	Y	RR.	Pur.	N	AC.	Au.	Ste-Mp.	Str.	D.	SC.	18M	D.	In	Pre.	145	Stutz DV32
7/8	F	Als.	3.50	2925	N	N	9	2 3/8	1 3/4	Y	Y	Y	Y	Y	RR.	Pur.	N	AC.	Au.	Ste-Mp.	Str.	D.	SC.	18M	D.	In	Pre.	145	Stutz DV32
3/4	F	Al	2.74	3000	Y	Y	3	1 5/8	1 5/8	N	N	N	N	Y	RFR.	No.	Y	AC.	No.	AC-Mp.	Car.	A.	AC.	18M	A.	In	Nat.	100	Terraplane K
3/4	F	Al	2.74	3000	Y	Y	3	1 5/8	1 5/8	N	N	N	N	Y	RFR.	No.	Y	AC.	No.	AC-Mp.	Car.	A.	AC.	18M	A.	In	Nat.	100	Terraplane KU
7/8	F	CI.		2330	N	N	3	1 5/8	1 5/8	Y	Y	Y	N	Y	Flo.	No.	Y	AC.	No.	AC-Mp.	Til.	A.			A.		USL	96	Willys 77

ABBREVIATIONS:

MAKES

A—Electric Auto-Lite
AM—Air Maise
B&B—Ball & Ball (Carter)
Bur—Burgess
B&S—Briggs & Stratton
Car—Carter
Cun—Cuno
D—Delco-Remy
Del—Delco
Dia—Diamond
DL—Detroit Lubricator
Dy—Owen-Dyneto
Exi—Exide
GE—General Electric
Glo—Globe
Han—Handy
Ho—Holley
K—Kingston
LB—Link Belt
Lyc—Lycoming
Mar—Marvel
Mer—Morse
N—North East
Nat—National
O—Own
Pre—Prest-O-Lite
Pur—Purolator
Sch—Schebler
Ste—Stewart-Warner
Str—Stromberg
Til—Tillotson
W—Whitney
Wil—Willard
Zen—Zenith

RFR—Rubber front and rear
Ri—Rigid
RR—Rubber Rear
s—With supercharger
S-A—Semi-Automatic
SC—Semi-Automatic, centrifugal, (spark control)
SCV—Semi-Automatic, centrifugal, vacuum (spark control)
Spir—Spiral gear
Th—Thermostat
Va—Various
Vac—Vacuum
Y—Yes

60 x 3360
60

AMERICAN PASSENGER CAR CHASSIS

Make and Model	Front Axle: Caster (Degrees)	Front Axle: Camber (Degrees)	Front Axle: Toe-in (Inches)	Front Axle: King Pin Inclination (Degrees)	Clutch: Type and Make	Clutch: Operation	Gearset: No. of Speeds, Location and Make	Gearset: Freewheeling, Synchromesh, etc.	Universals: Type and Make	Rear Axle: Type and Make	Rear Axle: Final Drive	Rear Axle: Torque Medium	Rear Axle: Gear Ratio	Brakes: Service (Type)	Brakes: Hand (Location)	Brakes: Drum Material	Steering Gear Make	Shackles: Make	Shackles: Type	Springs: Front (Type and Length)	Springs: Rear (Type and Length)	Chassis Lubrication
Auburn Std. 6-52		1½	⅛	7½	P-Long.	Man.	3U-WG	S.	Nb-Mec	½ Col.	SB	sp.	4.60	H.	I-R.	C.	R.	Own	RM.	S-38	S-54½	A-Z.
Auburn Cus. 6-52		1½	⅛	7½	P-Long.	Man.	3U-WG	S.	Nb-Mec	½ Col.	SB	sp.	4.60	PH.	I-R.	C.	R.	Own	RM.	S-38	S-54½	A-Z.
Auburn Std. 8-50		1½	⅛	7½	P-Long.	Man.	3U-Det.	Ws.	Nb-Mec	½ Col.	SB	sp.	4.45	H.	I-R.	C.	R.	Own	RM.	S-42	S-56¾	A-Z.
Auburn Cus. 8-50		1½	⅛	7½	P-Long.	Man.	3U-Det.	Ws.	Nb-Mec	½ Col.	SB	sp.	5.1d.	PH.	I-R.	C.	R.	Own	RM.	S-42	S-56¾	A-Z.
Auburn 12-165	1½-2½	2	⅛-⅜	7	dp-Long.	Man.	3U-Det.	Ws.	Nb-Mec	½ Col.	SB	sp.	4.5d	PH.	I-R.	C.	R.	Try.	RM.	S-40	S-56¾	A-Z.
Austin	5	1¼	⅛	1½	P-	Man.	3U-WG	C.	f-Spi	½ Sal.	SB	tt.	5.25	M.	I-F.	S.	O.	Own	M.	Tr-28⅞	¼e-22⅞	Ze.
Buick 34-50	1¾-2¼	½	7/32-11/32	5	P-Own.	Man.	3U-Own	S.	M-Own	½ Own.	SB	tt.	4.89	KP.	I-F.	CI.	S.	Own	M.	Ind.	S-56	A-Z.
Buick 34-60	1-1¼	½	7/32-11/32	5	P-Own.	Man.	3U-Own	S.	M-Own	¾ Own.	SB	tt.	4.70	KP.	I-F.	CI.	S.	Own	M.	Ind.	S-55¾	A-Z.
Buick 34-90	1	½	7/32-11/64	5	dp-Own.	Man.	3U-Own	S.	M-Own	¾ Own.	SB	tt.	4.36	KP.	I-F.	CI.	S.	Own	M.	Ind.	S-58⅞	A-Z.
Cadillac 355-D		1	⅛-⅜	4	dp-Own.	Man.	3U-Own	S.	Nb-Mec	¾ Own.	SB	sp.	4.60	KP.	I-R.	CI.	S.	Har.	R.	Ind.	S-68	Al.
Cadillac 370-D		1	⅛-⅜	4	dp-Own.	Man.	3U-Own	S.	Nb-Mec	¾ Own.	SB	sp.	4.80	KP.	I-R.	CI.	S.	Har.	R.	Ind.	S-68	Al.
Cadillac 452-D		1	⅛-⅜	4	dp-Own.	Man.	3U-Own	S.	Nb-Mec	¾ Own.	SB	sp.	4.64	KP.	I-R.	CI.	S.	Har.	R.	Ind.	S-66	Al.
Chevrolet Std. '33	2¼	1½	0-⅛	7⅛	P-Own.	Man.	3U-Own	C.	M-Own	½ Own	SB	tt.	4.11	K.	I-R.	S.	O.	Own	M.	S-33	S-54	Al.
Chevrolet Master	2¼	1½	⅛	7⅛	P-Own.	Man.	3U-Own	Ws.	M-Own	½ Own	SB	tt.	4.11	K.	I-R.	S.	O.	Own	M.	Ind.	S-54	Al.
Chrysler Six				9	P-B&B	Man.	3U-Own	W.	Nb-	½ Own.	SB	sp.	4.11	H.	E-T.	C.	G.	PM.	SU.	Ind.	S-52½	Ze.
Chrysler Airflow 8				9	P-B&B	Man.	3U-Own	W.	Nb-	½ Own.	SB	sp.	4.10	H.	E-T.	C.	G.	PM.	SU.	S-44	S-52½	Ze.
Chrysler Airflow Imp. 8				9	P-B&B	Man.	3U-Own	W.	Nb-	½ Own.	SB	sp.	4.30	PH.	E-T.	C.	G.	PM.	SU.	S-44	S-53⅝	Ze.
Chrysler Imp. Cus. 8				9	P-B&B	Man.	3U-Own	W.	Nb-	½ Own.	Wo.	sp.	4.14	PH.	E-T.	C.	G.	PM.	SU.	S-49	S-60	Ze.
Continental 41	4	2	⅛-	7	P-Rock	Man.	3U-WG	S.	M-Spi	½ NP	SB	sp.	4.33	M.	I-F.	S.	S.	PM.	SU.	Tr-33	¼e-27⅝	Al.
Cunningham	6	0	⅜-	6	dp-Long.	Man.	3U-Det.	Ws.	M-Spi	½ Tim.	SB	sp.	4.25	M.	I-F.	S.	R.	Own	M.	S-40	S-62	Al.
DeSoto Six				9	P-B&B	Man.	3U-Own	W.	M-Spi	½ Own.	SB	sp.	4.11	H.	E-T.	CI.	G.	PM.	SU.	S-43½	S-52½	Ze.
Dodge Six	2	½	⅛-	9	P-B&B	Pow.	3U-Own	Ws.	Nb-Det	½ Own.	SB	sp.	4.37	H.	E-T.	CI.	G.	PM.	SU.	Ind.	S-53⅜	Ze.
Duesenberg	3	1	¼-		dp-Long.	Man.	3U-Own	Wo.	M-Spi	½ Own.	Hyp.	tt.	3.78	PH.	E-T.		R.	Own	M.	S-41	S-62½	Bij.
Ford	8¾	2	⅛-	7	P-Own	Man.	3U-Own	S.	M-Own	¾ Own.	SB	tt.	4.11	O.	I-F.	C.	G.	Own	R.	Tr-	Tr-	Ze.
Franklin Olympic	1	2	0-⅛	7	P-Long.	Man.	3U-WG	Ws.	M-Spi	½ Own.	SB	sp.	4.30	H.	E-T.	S.	R.	Try.	M.	S-37	S-54	Ze.
Franklin Airman	1	2	0-⅛	7	P-Long.	Man.	3U-WG	Ws.	M-Mec	½ Own.	SB	sp.	4.72	H.	E-T.	S.	R.		M.	E-36	E-42	Ze.
Franklin 12	2-3	2	0-⅛	7	dp-Long.	Man.	3U-WG	Ws.	M-Mec	½ Col.	SB	sp.	5.10	H.	E-T.	C.	R.	Faf.	B.	S-40	S-60	Ze.
Graham 6	1½-2½	1½	⅛-⅜	7	P-Long.	Man.	3U-WG	No.	Nb-Spi	½ Spi.	SB	sp.	4.27	H.	E-T.	S.	R.	Eat.	R.	S-38	S-54	Ze.
Graham 8	1½-2½	1½	⅛-⅜	7	P-Long.	Man.	3U-WG	No.	Nb-Spi	½ Spi.	SB	sp.	4.27	H.	E-T.	S.	R.	Eat.	R.	S-40	S-54	Ze.
Graham Cus. 8	1½-2½	1½	⅛-⅜	7	P-Long.	Man.	3U-WG	No.	Nb-Spi	½ Spi.	SB	sp.	4.27	H.	E-T.	S.	R.	Eat.	R.	S-40	S-54	Ze.
Hudson 8	1½-	2	⅛	7	P-Own.	Pow.	3U-Own	S.	Nb-Spi	½ Own.	SB	sp.	4.11	B.	I-F.	S.	G.	PM.	SU.	Ind-O.	S-48¾	Ze.
Hupmobile 417					P-B&B	Man.	3U-WG	S.	Nb-Det	½ Spi.	SB	sp.	4.36	M.	I-F.	S.	G.	PM.	SU.	S-42	S-54	A-Z.
Hupmobile 421J	1½	1¼	⅛	8½	P-B&B	Man.	3U-WG	S.	Nb-Det	½ Spi.	Hyp.	sp.	4.45	M.	I-F.	S.	G.	PM.	SU.	S-43¼	S-56	A-Z.
Hupmobile 427					P-B&B	Man.	3U-WG	S.	Nb-Det	½ Own.	Hyp.	sp.	4.45	M.	I-F.	S.	G.	PM.	SU.	S-43¼	S-56	A-Z.
LaFayette			⅛-		P-B&B	Man.	3U-Own	Wo.	M-	½-	SB	sp.	4.70	B.	I-F.	S.	G.		M.	S-36¼	S-54	A-Z.
LaSalle	2	1	⅛	5	P-B&B	Pow.	3U-Own	S.	Nb-Spi	½-	SB	sp.	4.78	B.	I-R.	CI.	S.	Own	M.	Ind.	54¼	A-Z.
Lincoln V12-136	2	1	⅛	7½	P-Long.	Man.	3U-Own	W*.	M-Spi	FF-Tim.	SB	tt.	4.58	BP.	I-F.	S.	O.	Own	M.	S-42	S-58	Al.
Lincoln V12-145	2	1	⅛	7½	P-Long.	Man.	3U-Own	Ws.	M-Spi	FF-Tim.	SB	tt.	4.58	BP.	I-F.	S.	O.	Own	M.	S-42	S-62	Al.
Marmon 16	4	1½	⅜-⅝	7	dp-Russ.	Man.	3U-Mun.	S.	M-Spi	½ Sal.	Hyp.	ta.	3.78	B.	I-F.	S.	R.	RSI.	RB	S-42	S-59½	A-Z.
Nash Big 6	2½	1½	⅛	7	P-B&B	Man.	3U-Own	Ws.	RM-Own	½ Own.	SB	sp.	4.44	O.	I-F.	C.	G.	PM.	SU.	S-36¼	S-54	Al.
Nash Adv. 8	1½	1½	⅛	7	P-B&B	Man.	3U-Own	Ws.	RM-Own	½ Own.	SB	sp.	4.10	O.	I-F.	C.	G.	PM.	SU.	S-36¼	S-54	Al.
Nash Ambas. 8	0	1½	⅛	6	P-B&B	Man.	3U-Own	Ws.	RM-Own	½ Own.	Wo.	sp.	4.43	O.	I-F.	C.	G.	Own	RR.	S-39⅞	S-57⅛	Bij.
Oldsmobile F-34	3	1	⅜	6	P-B&B	Man.	3U-Own	S.	Nb-Spi	½ Own.	SB	sp.	4.56	H.	I-R.	S.	S.	PM.	SU.	Ind.	S-54¼	A-Z.
Oldsmobile L-34	2	1	⅜	6	P-B&B	Man.	3U-Own	S.	Nb-Spi	½ Own.	SB	sp.	4.78	H.	I-R.	S.	S.	PM.	SU.	Ind.	S-54¼	A-Z.
Packard 8	1½	1	0-⅛	9	P-Long.	Man.	3U-Own	S.	Nb-Spi	½ Own.	Hyp.	sp.	4.36	BP.	I-R.	C.	G.	Own	M.	S-42	S-60½	Bij.
Packard Super 8	1½	1	0-⅛	9	P-Long.	Man.	3U-Own	S.	Nb-Spi	½ Own.	Hyp.	sp.	4.69	BP.	I-R.	C.	G.	Own	M.	S-42	S-60½	Bij.
Packard 12	1½	1	0-⅛	9	P-Long.	Man.	3U-Own	S.	Nb-Spi	½ Own.	Hyp.	sp.	4.69	BP.	I-F.	C.	G.	Own	M.	S-42	S-60½	Bij.
Pierce-Arrow 840A	¾	1	⅜	8	dp-Long.	Man.	3U-Own	Ws.	Nb-Det	½ Own.	Hyp.	sp.	4.23	SW.	I-F.		R.	Faf.	B.	S-38	S-60	Ze.
Pierce-Arrow 1240A	¾	1	⅜	8	dp-Long.	Man.	3U-Own	Ws.	Nb-Det	½ Own.	Hyp.	sp.	4.21	SW.	I-F.		R.	Faf.	B.	S-38	S-60	Ze.
Pierce-Arrow 1248A	¾	1	⅜	8	dp-Long.	Man.	3U-Own	Ws.	Nb-Spi	½ Own.	Hyp.	sp.	4.21	SW.	I-F.		R.	Faf.	B.	S-38	S-60	Ze.
Plymouth				9	P-B&B	Pow.	3U-Own	W.	Nb-Det	½ Own.	SB	sp.	4.11	H.	E-T.		O.	PM.	SU.	Ind.	S-53½	Ze.
Pontiac Eight	0	2	1/32-⅛	7	P-Own.	Man.	3U-Own	S.	M-Own	½ Own.	SB	tt.	4.55	B.	I-F.	S.	S.	Own	RM.	Ind.	S-54	Ze.
Reo S6	3½	1½	0-⅛	8	P-Own.	Man.	3U-Own	Ao.	M-Det	½ Own.	SB	sp.	4.30	H.	E-T.	C.	R.	PM.	SU.	S-36¾	S-55½	Ze.
Reo Royale 8	3½	1½	0-⅛	8	dp-Long.	Man.	A-Own	A.	M-Det	½ Own.	SB	sp.	4.42	H.	E-T.	C.	R.	Own	M.	S-38½	S-57½	Ze.
Studebaker Dict. 6	½-1½	1½	⅛-⅛	9½	P-B&B	Man.	3U-WG	Ws.	Nb-Mec	½ Spi.	SB	sp.	4.55	M.	I-F.	CI.	R.	PM.	SU.	S-35½	S-54	Al.
Studebaker Com. 8	½-1½	1	⅛-⅛	8	P-Long.	Man.	3U-WG	Ws.	Nb-Mec	½ Spi.	SB	sp.	4.82	BP.	I-F.	CI.	R.	PM.	SU.	S-36	S-56	Al.
Studebaker Pres. 8	½-1½	1	⅛-⅛	8	P-Long.	Man.	3U-WG	Ws.	Nb-Mec	½ Spi.	SB	sp.	4.70	BP.	I-F.	CI.	R.	PM.	SU.	S-36	S-56	Al.
Stutz SV16	2	1	⅛	7½	dp-Long.	Pow.	3U-Mun.	S.	M-Mec	½ Tim.	Wo.	sp.	4.75	H.	E-T.	S.	G.	Own	M.	S-40	S-62¼	Bij.
Stutz CD, DV32	2	1	⅛	7½	dp-Long.	Pow.	3U-Mun.	S.	M-Mec	½ Tim.	Wo.	sp.	4.75	H.	E-T.	S.	G.	Own	M.	S-40	S-62¼	Bij.
Terraplane 6	1½	2	⅛	7	P-Own.	Pow.	3U-Own	S.	Nb-Spi	½ Own.	SB	sp.	4.55	B.	I-F.	S.	G.	PM.	SU.	S-31	S-48¾	Ze.
Willys 77	1-2	2	1/32	7½	P-Own.	Man.	3U-Own	C.	M-Det	½ Own.	SB	sp.	4.30	B.	I-F.	S.	S.	Try.	M.	S-30	S-46	Ze.

ABBREVIATIONS:

*—At Extra Cost
¼e—One Fourth Elliptic
½—Semi-Floating
¾—Three-Quarter Floating
A—Automatic Transmission
Ao—Automatic Transmission Opt.
Al—Alemite
A-Z—Alemite Zerk
B—Bendix (Brakes)
B—Ball Bearing (Shackles)
B&B—Borg & Beck
Big—Bijur
BF—Bendix—Power Operated
C—Cast Iron Lined (Brake Drums)
C—Conventional Clash Type
CI—Cast Iron
Col—Columbia
d—Dual Ratio
Det—Universal Products—Detroit
dp—Double Plate
E—Full Elliptic
Eat—Eaton
E-T—External Transmission
f—Fabric (Shackles)
Faf—Fafnir
FF—Full Floating
G—Gemmer
H—Lockheed Hydraulic (Brakes)
Har—Harris
Hyp—Hypoid
I-F—Internal Four Wheels
Ind—Independent (Springs)
Ind-O—Independent—Optional
I-R—Internal Rear Wheels
K—General Motors—Huck Type
KP—General Motors—Huck Type—Power Operated
M—Metal
M—Mechanical (Brakes)
M—Midland Steeldraulic
Man—Manual
Mec—Mechanics Machine
Mun—Muncie Products
Nb—Needle Bearing (Universals)
NP—New Process
O—Own
P—Single Plate
PH—Lockheed Hydraulic—Power Operated
PM—Pressed Metals of America
R—Rubber
R—Ross (Steering Gear)
RB—Rubber and Ball Bearing
RM—Rubber, metal
Rock—Rockford
RR—Rubber, rear
Russ—Russell
RSI—Rubber Shock Insulator
S—Synchronized Shift
S—Pressed Steel (Brake Drums)
S—Semi-Elliptic (Springs)
SB—Spiral Bevel
Sal—Salisbury
sp—Springs (Torque Medium)
Spi—Spicer Mfg. Co.
SW—Stewart-Warner
ta—Torque Arm
Tim—Timken
Tr—Transverse
Try—Tryon
tt—Torque Tube
U—Unit with Engine
W—Free Wheeling Standard
WG—Warner Gear Co.
Wo—Worm Gear
Wo—Free Wheeling Optional
Ws—Free Wheeling and Synchronized Shift
Ze—Zerk

Specifications of Independent Suspensions on American passenger cars will be found on page 251.

On pages 255, 256, 257 are the specifications for British and Continental passenger cars.

AMERICAN TRUCKS

Line Number	Make and Model	General (See Keynote): Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Major Units: Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Transmission: Make and Model	Transmission: Location and Forward Speeds	Transmission: Aux. Location and Speeds	Rear Axle: Make and Model	Rear Axle: Gear and Type	Rear Axle: Drive and Torque	Gear Ratios: In High	Gear Ratios: In Low	Frame: Side Rail Dimensions	Frame: Type
1	A.C.F. 160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3x 5/16	P
2	175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3x 5/16	P
3	175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3x 5/16	P
4	Armleder 11H	1½-2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x ¼	P
5	21Ha	2½-4	2185	160	207	15300	5450	B8.25/20	DB8 25/20	Her WXC	6-4x4½	Own	U 5	No	Tim	BF	H	6.06	38.5	6x3x ¼	P
6	31Ha	3-4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5A38	U 5	No	Tim	BF	R	6.02	39.2	7x3x ¼	P
7	41Ha	4½-6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5A38	U 5	No	Tim	BF	R	6.83	43.8	7x3x ¼	P
8	61Ha	5-7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5A38	U 5	No	Own	2F	R	7.07	49.7	8¼x3x 5/16	P
9	71Ha	8-11	5895	152	247	35000	9820	DB10.50/24	DB10.50/24	Her RXC	6-4⅝x5⅛	Fu 5A53	U 5	No	Wis	2F	R	7.07	49.8	8¼x3x 5/16	P
10	(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	Fu 5A53	U 5	No	Wis	2F	R	7.8	56.8	7x3x ¼	P
11	(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4⅝	Fu 5A53	U 5	No	Own	2F	R	7.8	56.8	7x3x ¼	P
12	(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu 5A53	U 5	No	Wis	2F	R	7.8	56.8	7x3x ¼	P
13	Autocar RG	2½	3000	150	192	.....	6100	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x ¼	T
14	D	3	3500	150	192	.....	6140	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x ¼	T
15	DF	3½	3950	150	192	.....	7010	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x ¼	T
16	DH	4	4150	150	174	.....	7400	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x ¼	T
17	N	4	4650	191	227	.....	8275	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x ¼	T
18	NF	5	4750	151	227	.....	8370	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x ¼	T
19	S	5	5500	168	168	.....	9675	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x ¼	T
20	C	7½	6650	158	176	.....	11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121	10½x3x 5/16	T
21	CE	7½	6000	172	203	.....	10300	S36x7	DS40x8	Own SCM	6-4½x4¾	Own T	U 4	No	Own C	2F	R	8.57	52.6	9x3x ¼	T
22	CBS	7½	6200	203	203	.....	9800	P42x9	P42x9	Own SCM	6-4½x4¾	Own B	A 4	No	Own C	2F	H	8.57	52.6	9x3x ¼	T
23	T	7½	5900	192	242	.....	9680	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x ¼	T
24	TE	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x 5/16	T
25	(Eng.und.seat) UD	3	3500	97	145	.....	6740	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x ¼	T
26	UDF	3½	3950	127	145	.....	7655	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x ¼	T
27	UN	4	4650	96	163	.....	8635	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x ¼	T
28	UNF	5	4850	128	163	.....	9200	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x ¼	T
29	US	5	5300	109	109	.....	9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x ¼	T
30	UT	6	5900	128	163	.....	9660	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x ¼	T
31	UTE	8½	6300	145	163	.....	10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x 5/16	T
32	Available W-120	1½	1245	Op	Op	11200	4000	B6.50/20	DB6.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 53200	SF	H	6.6	42.2	10x2½x 5/16	TX
33	W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x 5/16	TX
34	W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6-3¾x4¼	BL 234	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x 5/16	TX
35	W240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¼	BL 234	U 4	No	Tim 56200	SF	R	7.4	47.4	12x2½x ¼	TX
36	W300	4	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x ¼	TX
37	W400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5⅛	Fu 5A-530	U 5	No	Tim 65720H	WF	R	8.5	55.6	14x3x 5/16	TX
38	Biederman 10	1-1½	895	130	160	6000	2800	B6.50/18	B6.50/18	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x ¼	T
39	20	1-1½	1195	145	175	8000	3200	B6.00/20	DB6.00/20	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x ¼	T
40	25	1½-2	1250	160	175	10000	3450	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x ¼	T
41	30	1½-2	1495	163	178	12000	4100	B7.50/20	DB7.50/20	Con 25A	6-3⅜x4	BL 124	U 4	No	Cla B611	BF	R	6.37	39.4	7x3x ¼	T
42	35	2-2½	1850	146	188	12000	4680	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Cla B611	BF	R	6.37	40.8	7x3x ¼	T
43	40	2½-3	2100	158	188	16000	4840	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Cla B611	BF	R	6.37	40.8	8x3x ¼	T
44	50	2½-3	2400	176	188	20000	5600	B9.00/20	DB9 00/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Cla B805	BF	R	6.42	41.2	8x3x ¼	T
45	55	3-3½	2750	180	200	20000	6450	B9.00/20	DB9 00/20	Con E602	6-4⅛x4½	BL 524	U 4	Op	Cla B805	BF	R	6.42	46.7	8x3x ¼	T
46	60	3½-5	3150	170	200	24000	6820	B9.75/20	DB9.75/20	Con E602	6-4⅛x4½	BL 524	U 4	Op	Cla B805	BF	R	7.17	52.1	8x3x ¼	T
47	70	3½-5	3600	150	210	24000	7530	B9.75/20	DB9 7 20	Con E602	6-4⅛x4½	BL 524	U 4	Op	Wis 1237	2F	R	8.00	58.7	8x3½x ¼	T
48	80	5-7	3900	150	210	28000	7800	B10.50/20	DB10.50/20	Con E603	6-4¼x4½	BL 524	U 4	Op	Wis 1237	2F	R	8.94	65.1	8x3½x ¼	T
49	Brockway 80	1½-2	1185	149	168	10500	4035	B6.50/20	DB6.50/20	Con 26B	6-3⅜x4	Wa T9	U 4	No	Tim 53200H	SF	H	5.66	36.2	7 1/16 x2½x 5/16	T
50	90	2-2½	1485	149	186	12500	4480	B7.00/20	DB7.00/20	Con 28B	6-3⅜x4⅝	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7 1/16 x2½x 5/16	T
51	100	2-3	1800	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3⅜x4⅝	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7 1/16 x2½x 5/16	T
52	120	2-3	2090	156	188	15000	5640	B7.50/20	DB7.50/20	Con 30B	6-4x4⅛	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x ¼	T
53	140	2½-3½	2690	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4⅛	BL 314	U 4	Op	Wis 49161L	2F	R	6.66	43.5	7½x3x ¼	T
54	150	2½-3½	2540	188	200	18500	6000	B8.25/20	DB8.25/20	Con 32B	6-4⅛x4½	Fu 5A38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7½x3x ¼	T
55	141	3-4	3175	170	200	19500	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4⅛	BL 314	U 4	Op	Wis 70000L	2F	R	7.0	46.2	8x3x ¼	T
56	160	3½-4	3175	188	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4⅛x4½	Fu 5A38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x ¼	T
57	170	3-4	3450	170	212	19500	7700	B9.00/20	DB9.00/20	Con 33B	6-4¼x4¾	BL 5352	U 5	Op	Wis 70000L	2F	R	5.78	44.5	8x3x ¼	T
58	175	3-4	3850	170	224	24000	7900	B9.00/20	DB9.00/20	Con 34B	6-4⅜x4¾	BL 5352	U 5	Op	Wis 70000L	2F	R	5.78	44.5	8x3x ¼	T
59	195	5	4000	170	224	24000	8540	B9.75/20	DB9.75/20	Con 33B	6-4¼x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x 5/16	T
60	220	7½	4700	170	224	28000	8980	B10.50/20	DB10.50/20	Con 34B	6-4⅜x4¾	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.75	44.3	8½x3x 5/16	T
61	260	7½-10	5850	212	240	30000	9585	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x ⅜	T
62	260S	10	6200	212	240	34000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x ⅜	B
63	V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A La F V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x 5/16	T
64	Chevrolet Comm'l	½	365	112	112	4400	2110	B5.50/17	B5.50/17	Own	6-3 1/16 x4	Own	U 3	No	Own	S½	U	4.11	12.4	5¼ x2¼x 5/16	C
65	Utility	1½	515	131	131	9300	2995	P30x5	P32x6	Own	6-3 1/16 x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2⅜x 5/16	C
66	Utility	1½	545	157	157	9300	3100	P30x5	P32x6	Own	6-3 1/16 x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2⅜x 5/16	C
67	Corbitt (3) 8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3⅛x4¼	Own 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5⅝x3x ¼	P
68	8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3⅜x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5⅝x3x ¼	P
69	10B6	1½-2	1310	171	191	.....	3950	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 214	U 4	No	Tim 53200H	SF	H	Op	Op	5½x3½x ¼	T
70	9B6	1½-2½	2185	152	183	.....	4200	P32x6	DP32x6	Con 20C	6-3⅜x4⅝	BL 224	U 4	No	Tim 54200H	SF	H	5.57	27.8	7x3½x ¼	T
71	12B6	2-3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x ¼	T
72	12W6	2-3	2950	165	220	.....	4910	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 64800H	WF	H	Opt	Opt	7x3½x ¼	T
73	15B6	2½-3½	3740	174	220	.....	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 58200H	SF	H	Opt	Opt	7x3½x ¼	T
74	15W6	2½-3½	3850	183	224	.....	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Opt	Opt	7x3½x ¼	T
75	18	2½-4	4400	178	230	.....	8100	P36x8	DP36x8	Con E602	6-4⅛x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x ¼	T
76	24	3½-5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Opt	Opt	8x3½x ¼	T
77	33	5-7½	6160	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4⅜x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x 5/16	T
78	(T) 10B5T	3-5	1650	(3)	(3)	.....	3950	B6.50/20	DB6.50/20	Con 20C	6-3⅜x4⅝	BL 224	U 4	No	Tim 53200H	SF	H	Opt	Opt	5⅞x2¼x ¼	T
79	(T) 9B6T	4-6	2600	(3)	(3)	.....	4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No	Tim 54200H	SF	H	Opt	Opt	7x3½x ¼	T
80	(T) 12BT6	4-7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4½x4½	BL 335	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x ¼	T
81	(T) 15B6T	5-8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 335	U 5	No	Tim 58200H	SF	H	Opt	Opt	7x3½x ¼	T
82	(T) 18D6T	8-10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 5351	U 5	No	Tim 75733H	2F	H	Opt	Opt	8x3½x ¼	T
83	(T) 24D6T	10-15	6500	(3)	(3)	.....	9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	U3	Tim 66720W	2F	H	Opt	Opt	8x3x 5/16	C
84	Day-Elder (4) 75	1½	945	135	156	8500	3700	B6.00/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5⅞x2¾x 5/16	C
85	85	2	1195	135	168	9500	4000	B6.00/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5⅞x2¾x 5/16	C
86	110	2½	1495	156	186	11500	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	7x3¼x ¼	C
87	130	3	1995	157	199	13000	6200	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	7x3¼x ¼	C
88	160	3½	2445	165	204	17500	6400	B7.50/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	R	6.83	41.9	9x3½x ¼	C
89	200	4	2895	165	204	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	47.6	9x3½x ¼	C
90	240	5	3895	162	234	28500	9500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	BL 534	U 4	No	Tim 66720H	WF	R	8.20	52.1	10x3¾x 5/16	C
91	Diamond T 211SF	1½	595	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2 1/16 x 1/16	T
92	211FF	1½	615	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2 1/16 x 1/16	T
93	226	1½	725	135	158	10000	3500	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x2 1/16 x 1/16	T
94	241	1¾	825	137	179	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	8x3x 1/16	T
95	311	2	1025	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x 1/16	T
96	261	2	975	155	179	11000	4000	B6.50/20	DB6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x 1/16	T
97	351	2½	1325	155	179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x 1/16	T
98	326B	2½	1225	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B642	SF	H	Opt	Opt	8x3x 1/16	T
99	326DR	2½	1395	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Wis 4916L	2F	R	Opt	Opt	8x3x 1/16	T
100	410A	3	1795	160	194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Cla R909	U 5	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	P
101	376	3	1695	155	179	15000	5000	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¾	Cla R103	U 5	No	Wis 4916L	2F	R	Opt	Opt	8x3x 1/16	T
102	510	4	2095	168	201	18000	6400	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No	Tim 58205H	SF	H	Opt	Opt	6½x3x¼	P
103	425	4	2395	160	194	18000	6200	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No	Wis 70000	2F	R	Opt	Opt	6½x3x¼	P
104	603A	5	3300	169	230	20000	8100	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	BL5351	U 5	Op	Wis 1337H	2F	R	Opt	Opt	6½x3x¼	P
105	525	5	2695	168	201	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 1337H	2F	R	Opt	Opt	6½x3x¼	P
106	740	5-6	3900	178	232	22000	8500	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL5351	U 5	Op	Wis 1337H	2F	R	Opt	Opt	7½x3½x 5/16	P
107	750	5-7	4600	178	232	28000	10000	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Co 8A5	A 5	Op	Wis 1737 KW	2F	R	Opt	Opt	7½x3½x 5/16	P
108	750H	5-7	4200	178	232	28000	10000	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Co 8A5	A 5	Op	Wis 1737H	2F	R	Opt	Opt	7½x3½x 5/16	P
109	1515	7½	6800	171	Op	36000	12000	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 744	A 4	A 3	Wis 79730	2F	R	Opt	Opt	9x3½x ¼	P
110	Differential E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc A8D	6-3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	P
111	Dodge Bros. HC	Com'l	340	111	...	.....	1775	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.37	12.2	5x2x 1/16	X
112	KC	Com'l	370	111	...	.....	1785	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5x2x 1/16	X
113	HCL	Com'l	365	119	...	.....	1805	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.37	12.2	5½x2 1/16 x½	X
114	KCL	Com'l	395	119	...	.....	1815	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5½x2 1/16 x½	X
115	H20	¾-1	502	131	157	5500	2667	B7.00/20	B7.00/20	Own	6-3½x4⅜	Own	U 4	No	Own	SF	H	5.85	37.4	6x2 1/16 x 3/16	C
116	K20	¾	525	131	157	6075	2667	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6x2 1/16 x 3/16	C
117	K-20X	1	525	131	...	6075	2667	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6x2 1/16 x 3/16	C
118	K22	1	***	140	...	6800	2710	B7.00/20	B7.00/20	Own	6-3⅜x4½	Own	U 5	No	Own	SF	H	5.66	40.0	8x2 1/16 x 3/16	C
119	H30	1½-2	490	131	157	8400	2612	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	No	Own	SF	H	5.85	37.4	6x2 1/16 x 3/16	C
120	K30	1½-2	525	131	...	8400	2612	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	4.87	31.2	6x2 1/16 x 3/16	C
121	KD-30	1½-2	525	136	161	8400	2612	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	4.87	31.2	6x2 1/16 x 3/16	C
122	K32	1½-2	525	136	161	10500	2850	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	5.12	32.7	7x2 1/16 x 1/16	C
123	(Cont.) KD32	1½-3	***	136	161	10500	2858	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	Op	Own	SF	H	5.12	32.7	7x2 1/16 x 1/16	C

For abbreviations see page 232

AMERICAN TRUCKS—Continued

Line Number	Make and Model	GENERAL (See Keynote): Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE: Front	Rear	MAJOR UNITS. ENGINE: Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE: Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS: In High	In Low	FRAME: Side Rail Dimensions	Type
1	Dodge Bros...KS32	1½–3	***	136	161	10500	2866	B6.00/20	P32x6	Own	6–3⅜x4½	Own	U 4	Op	Own	SF	H	5.12	32.7	7x2 11/32x7/32	C
2	(Concluded)..H33	1½–3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6–3¼x5⅜	Own	U 4	No	Own	SF	H	6.37	40.8	8 3/32x2¼x7/32	C
3	.....K35	1½–4	845	140	169	12500	3580	B6.50/20	DB6.50/20	Own	6–3⅜x4½	Own	U 5	Op	Own	SF	H	5.66	40.0	8 3/32x2 11/32x7/32	C
4	.....KZ35	1½–4	***	140	169	12500	3780	B7.00/20	DB7.00/20	Own	6–3⅜x5	Own	U 5	Op	Own	SF	H	5.66	40.0	8 3/32x2 11/32x7/32	C
5	.....H43	2–3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6–3¼x4⅜	Own	U 5	No	Own	SF	H	6.37	46.0	8 3/32x2¼x7/32	C
6	.....K45	2–4	845	140	169	12500	3580	B7.00/20	DB7.00/20	Own	6–3¾x4½	Own	U 5	Op	Own	SF	H	5.66	40.0	8 3/32x2 11/32x7/32	C
7	.....KZ45	2–4	***	140	169	12500	3780	B7.00/20	DB7.00/20	Own	6–3⅜x5	Own	U 5	Op	Own	SF	H	5.66	40.0	8 3/32x2 11/32x7/32	C
8	.....F40	2–4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6–3⅜x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 11/16x3¼x7/32	C
9	.....K40	2–5	***	150	190	19000	5344	P32x6	DP32x6	Own	6–3⅜x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 11/16x3¼x7/32	C
10	.....(5) F-61	3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6–3⅜x5	Own	U 4	Op	Own	2F	H	7.12	48.8	10x3¼x11/32	C
11	.....(5) K-61	3–6	***	170	195	22000	5789	P32x6	DP32x6	Own	6–3⅜x5	Own	U 4	Op	Own	2F	H	7.12	48.8	10x3¼x11/32	C
12	.....G-80	4–8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8–3½x5	Own	U 5	Op	Own	SF	H	7.71	62.7	10 1/8x3 7/16x¼	C
13	Duplex.....S	2½–3	3600	160	Op	15000	5600	B8.25/20	DB8.25/20	Bud K325	6–3 11/16x4¾	BL 324	U 4	No	Tim 65200	WF	H	6.75	36.2	6x3½x¼	C
14	.....FAC	3½	4250	166	Op	16500	7200	S34x5	S36x8	Bud EBU-I	4–4¼x5½	BL 51	U 5	No	Tim 65706	WF	R	8.50	45.5	7x3½x¼	C
15	.....SAC	3½–4	4750	172	Op	18000	7400	B9.75/20	DB9.75/20	Bud K428	6–4⅜x4¾	BL 55	A 7	No	Tim 75720	WF	R	8.50	81.0	7x3½x¼	C
16	.....K5	5	5200	172	Op	21000	8000	B10.50/20	DB10.50/20	Bud L525	6–4½x5½	BL 60	A 7	No	Tim 76725	w2F	R	Opt	Opt	8x3½x¼	C
17	.....M	5–7	7600	168	Op	28000	10000	P34x7	DS36x7	Bud GL6	6–4½x6	BL 70	A 7	No	Tim 68700	WF	R	Opt	Opt	9½x3½x11/16	C
18	Esco.....234	2–2½	2860	165	205	15000	5900	B7.50/20	DB7.50/20	Con E603	6–4¼x4½	Cl 105R	U 5	No	Cla B642	BF	H	5.75	40.7	6x3x¼	C
19	Fageol.....102	1½–2½	1350	148	172	11200	4000	B6.00/20	DB6.00/20	Wau ZK	6–3⅜x4½	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x11/32	C
20	.....135HP	2–3	2250	161	195	13400	5400	B7.50/20	DB7.50/20	Wau 6-90	6–3⅜x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x11/32	C
21	.....135RA	2–3	2400	161	195	15000	5600	B7.50/20	DB7.50/20	Wau 6-90	6–3⅜x4¾	BL 234	U 4	No	Tim 56200H	BF	H	7.4	47.4	6x3x11/32	C
22	.....135SC	2–3	2150	161	210	14700	5100	B7.50/20	DB7.50/20	Wau 6-90	6–3⅜x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x11/32	C
23	.....135TL	2–3	2150	161	195	13400	5250	B7.50/20	DB7.50/20	Wau 6TL	6–3⅜x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x11/32	C
24	.....250HP	2½–4	3000	178	196	16300	6500	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
25	.....250MS	2½–4	2700	178	196	16300	6175	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
26	.....250MK	2½–4	2750	178	196	16300	6200	B8.25/20	DB8.25/20	Wau 6MK	6–4⅛x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
27	.....250RA	2½–4	3150	178	196	19500	6700	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3x¼	T
28	.....250SC	2½–4	2925	178	230	17500	6200	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
29	.....300HP	3–5	3500	178	196	20700	7200	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3x¼	T
30	.....300RA	3–5	3775	178	196	25300	7700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	T
31	.....370HP	5–6	5000	182	200	25300	9700	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5⅛	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7⅛x3½x11/16	C
32	.....370SR	5–6	4850	182	200	25300	9500	B9.75/20	DB9.75/20	Wau 68RK	6–4⅜x5⅛	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.4	7⅛x3½x11/16	C
33	.....370RA	5–6	5250	182	200	31000	9950	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5⅛	BL 734	U 4	A 3	Tim 66720	WF	R	5.5	116.	7⅛x3½x11/16	C
34	.....470HP	6–7	5500	182	200	33500	10100	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5⅛	BL 734	U 4	A 3	Tim 66720	WF	R	5.5	116.	7⅛x3½x11/16	C
35	Federal.....DM	.....	975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	38.2	6x2¾x¼	D
36	15	1½	770	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3⅜x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2⅞x7/32	T
37	20	2	1195	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6–3⅜x4¼	WG T9	U 4	No	Tim 54200H	SF	H	6.80	43.5	8½x2⅞x7/32	T
38	25	2½	1495	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Cla R110	U 5	No	Cla B640	SF	H	6.38	45.2	8½x2⅞x11/32	T
39	.....T3W	2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4–4x5	Own 7754	A 4	No	Tim 64603H	V½	R	7.25	36.3	6x3½x¼	C
40	.....T3WFA	2½–3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4–4x5	Own 7754	A 4	No	Tim 65001H	WF	R	8.75	43.8	6x3½x¼	C
41	30	2½–3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	Cla R108	U 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
42	40	3½–4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4⅛x4¾	Cla R908	U 5	No	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
43	.....40DR	3½–4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4⅛x4¾	Cla R908	U 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
44	.....T10B	3½–4	2550	165	230	19000	6645	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 58200H	SF	R	6.83	44.5	7½x3½x11/16	C
45	...T10DR-T10W	3½–4	2685	165	230	19000	6645	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 65200H	w/2F	R	6.75	44.0	7½x3½x11/16	C
46	.....A600T	3–3½	2045	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6–3⅞x4½	Own 7784	A 4	No	Tim 58000H	SF	H	7.8	50.8	6x3½x¼	P
47	..A600TDR-A600TW	3–3½	2180	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6–3⅞x4½	Own 7784	A 4	No	Tim 65001H	w/2F	H	7.5	48.9	6x3½x¼	P
48	.....U6-U6DR	4½–5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6–4⅛x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	C
49	.....C7-C7W	6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Con 21R	6–4⅜x4¾	Cla B 710	A 5	No	Tim 76736H	w/2F	R	7.89	51.3	7⅝x3½x11/16	P
50	.....C8-C8W	6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Con 21R	6–4⅜x4¾	Cla B 710	A 5	No	Tim 76736W	w/2F	R	7.89	51.3	7⅝x3½x11/16	P
51	.....X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4–5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11.7	76.0	9½x3½x11/16	C
52	.....X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6–4⅜x4¾	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11.7	76.0	9½x3½x11/16	C
53	Ford Comm.....3950Lb.		335	112	112	.....	1650	B5.50/17	B5.50/17	Own	4–3⅛x4¼	Own	U 3	No	Own	S¾	U	4.11	11.5	6x1¾x.105	C
54	.....Truck (14)	1½	470	131	131	.....	2770	B6.00/20	P32x6	Own	4–3⅛x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x7/32	C
55	.....Truck (14)	1½	490	157	157	.....	2880	B6.00/20	P32x6	Own	4–3⅛x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x7/32	C
56	.....Truck (14)	1½	500	131	131	.....	2858	B6.00/20	P32x6	Own	8–3 1/16x3¾	Own	U 4	No	Own	S¾	U	6.60	42.2	7x2¾x7/32	C
57	.....Truck (14)	1½	520	157	157	.....	2968	B6.00/20	P32x6	Own	8–3 1/16x3¾	Own	U 4	No	Own	S¾	U	6.60	42.2	7x2¾x7/32	C
58	.....Comm.	3950Lb.	360	112	112	.....	1730	B5.50/17	B5.50/17	Own	8–3 1/16x3¾	Own	U 3	No	Own	S¾	U	4.11	11.5	6x1¾x.105	C
59	General Mot. (6)	T18 1½–2	645	131	157	8500	3130	P30x5	P32x6	Own 221	6–3 1/16x4⅝	Own	U 4	No	Own	S½	U	5.43	35.7	7 1/16x2⅜x¼	T
60	.....T-18	1½–2	625	140	164	9500	3190	P30x5	P32x6	Own 221	6–3 1/16x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	7 1/16x2⅜x¼	T
61	.....T23	2–3	795	131	166	10500	3420	B6.50/20	DB6.50/20	Own 221	6–3 1/16x4⅝	Own	U 4	Op	Own	SF	H	5.67	37.3	7 1/16x2⅜x¼	T
62	.....T-23	2–3	795	140	164	11000	3480	B6.50/20	DB6.50/20	Own 221	6–3 1/16x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	7 1/16x2⅜x¼	T
63	.....T-33L	2–3	1160	142	184	12500	4320	B6.50/20	DB6.50/20	Own 221	6–3 1/16x4⅝	Own	U 4	No	Own	SF	H	5.63	37.0	8x3x¼	T
64	.....T-33	3–3½	1395	142	184	14000	4470	P32x6	DP32x6	Own 257	6–3 1/16x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	8x3x¼	T
65	.....T-73	3–3½	2995	94	142	15000	6805	P34x7	DP34x7	Own 257	6–3 1/16x4⅝	Own	U 5	No	Own	SF	H	5.63	34.6	8x3½x¼	L
66	.....T43	3½–4½	1525	142	184	16000	4935	P32x6	DP32x6	Own 257	6–3 1/16x4⅝	Own	U 4	Op	Own	SF	H	6.57	41.4	8x3x¼	T
67	.....T-43	3½–4½	1595	142	184	16000	4955	P32x6	DP32x6	Own 257	6–3 1/16x4⅝	Own	U 4	No	Own	SF	H	6.57	41.4	8x3x¼	T
68	.....(T) T-43	7–9	1995	145	169	29200	5255	P32x6	DP32x6	Own 331	6–3¾x5	Own	U 4	No	Own	SF	H	6.57	40.6	8x3x¼	T
69	.....T51	4–5½	2480	155	200	19000	6090	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x7/32	TL
70	.....T-51	4–5½	2480	155	200	19000	6110	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x7/32	TL
71	.....T-51	4–5½	2775	145	193	20000	6960	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x7/32	L
72	.....T-51W	5–6½	2700	154	200	22000	7110	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x7/32	TL
73	.....T-51W	5–6½	2895	145	193	23000	7815	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x7/32	L
74	.....T-51H	5–6½	2800	154	200	22000	7010	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	2F	R	8.50	52.5	9x3½x7/32	TL
75	.....T-51H	5–6½	3095	145	193	23000	7745	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x7/32	L
76	.....T-75	5–6½	4995	94	160	24000	9360	B9.75/20	DB9.75/20	Own 331	6–3¾x5	Own	U 5	No	Own	2F	R	8.50	56.4	9x4x7/16	L
77	.....T61	5–6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x7/32	TL
78	.....T-61	5–6½	3710	154	200	22000	7510	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x7/32	TL
79	.....T-61	5–6½	4095	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	Own	U 5	Op	Own	2F	R	8.64	57.3	9x3½x7/32	L
80	.....T83	5–7½	4205	155	201	25000	7765	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	Own	U 5	Op	Own	WF	R	9.00	59.7	9x3½x7/32	TL
81	.....T-83	5–7½	4205	155	201	25000	7990	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	Own	U 5	Op	Own	WF	R	9.00	59.7	9x3½x7/32	TL
82	.....T-83	5–7½	4985	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6–4⅛x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 1/16x3½x7/32	L
83	.....T-84	7–9	5260	145	193	30000	9890	B9.75/20	DB9.75/20	Own 450	6–4⅝x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 1/16x3½x7/32	L
84	.....T-78	7–9	5995	94	160	30000	10505	B10.50/22	DB10.50/22	Own 400	6–4⅛x5	Own	U 5	No	Own	2F	R	8.50	56.4	9x4x7/16	L
85	.....T-84SX	7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6–4⅛x5	Own	U 4	No	Own	2F	R	10.1	64.2	9 1/16x4x7/16	L
86	.....T85	6–8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6–4½x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9 1/16x4x7/16	L
87	.....T85H	8–9½	6195	171	204	34000	11060	B9.75/20	DB9.75/20	Own 525	6–4½x5½	Own	U 4	Op	Own	2F	R	9.30	58.3	9 1/16x4x7/16	L
88	.....T110	10–12	8110	171	204	40000	12800	B10.50/24	DB10.50/24	Own 616	6–4⅞x5½	Own	U 4	A 3	Own	2F	R	9.30	116.	9 1/16x4x7/16	L
89	Gramm.....AX4	1–1½	795	131	157	8000	3350	B6.50/20	B6.50/20	Con W10	4–3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
90	.....AX6	1–1½	895	131	157	8000	3550	B6.50/20	B6.50/20	Con 25A	6–3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
91	.....BX4	1½–2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4–3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
92	.....BX6	1½–2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	6–3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
93	.....BXF	1½–2	1495	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 53200	BF	H	5.6	37	6x2¾x¼	L
94	.....B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	C
95	.....BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ACD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	6x2½x¼	C
96	.....CX4	2–3	1095	131	210	12000	3950	B6.50/20	DB6.50/20	C n W20	4–4½x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¼x¼	B
97	.....CX6	2–3	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6–3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¼x¼	B
98	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3⅜x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
99	.....CXH	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 234	U 4	No	Tim 54200	BF	H	5.8	37.0	10x2¾x¼	B
100	.....CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	7x2½x¼	C
101	.....CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4⅛x4¾	BL 554	U 4	No	Tim 54200	BF	H	5.8	41.6	7x2½x¼	C
102	.....D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
103	.....DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4⅝x4¾	BL 554	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
104	.....EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3⅞x4½	BL 324	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
105	.....E330	3–4½	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6–3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
106	.....ED	3–4½	3995	160	224	20000	6100	B8.25/20	DB8.25/20	Cum Die	4–4⅞x6	BL 554	U 4	No	Tim 58200	BF	H	5.5	35.6	12x2½x¼	P
107	.....EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4⅛x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	L
108	.....GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4⅝x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
109	.....G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4⅝x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
110	.....GF	4–6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6–5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
111	.....GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4⅝x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3¼x¼	P
112	.....GWD	5–7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die.	6–4⅞x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	P
113	.....HY	5	6595	210	236	22000	10100	B9.00/20	DD9.00/20	Con 16H	6–4¾x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
114	G.-P.....(7) 635	2–3	1445	154	160	15000	3650	B7.00/20	DB7.00/20	Lyc SB	6–3⅜x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	6.3	42.9	9x7/16x3	TL
115	645	2½–3½	2425	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6–3⅝x4¾	Fu 5A380	U 5	No	Tim 58200H	SF	H	6.5	47.8	10x3½x7/16	TL
116	.....(7) 665	3½–5	4170	162	179	20000	7600	B9.00/20	DB9.00/20	Wa6-110-358	6–4x4¾	Fu 5A380	U 5	No	Wis 70000L	2F	R	8.0	56.0	12x3½x7/16	TL
117	.....(7) 675	5–7	5445	162	179	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6–4⅝x5⅛	Fu 5A530	U 5	No	Wis 1337H	2F	R	8.6	61.0	14x3½x7/16	TL
118	Hendrickson....158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6–3⅜x4¾	Fu 5A38	U 5	No	Tim 54200H	SF	H	Opt	Opt	8x3x7/16	C
119	198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x7/16	C
120	248	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x7/16	P
121	328	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6–4⅜x5½	Fu 5A53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x7/16	P
122	Hug.....22	2	1785	146	191	12310	5510	B7.00/20	DB7.00/20	Bud H298	6–3¾x4½	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.0	8x3x¼	T
123	.....(Cont.) 42	3	2175	146	201	15600	6400	B8.25/20	DB8.25/20	Bud H298	6–3¾x4½	Fu MLU	U 4	No	Cla B805	SF	H	6.37	40.5	8x3x¼	T

For abbreviations see page 232

AMERICAN TRUCKS—Continued

Line Number	Make and Model	General (See Keynote): Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Major Units: Engine: Make and Model	Engine: No. of Cylinders Bore and Stroke	Transmission: Make and Model	Transmission: Location and Forward Speeds	Transmission: Aux. Location and Speeds	Rear Axle: Make and Model	Rear Axle: Gear and Type	Rear Axle: Drive and Torque	Gear Ratios: In High	Gear Ratios: In Low	Frame: Side Rail Dimensions	Frame: Type
1	Hug (Con.) 41S	3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6-4⅝x4¾	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	8.95	119.	8x3x¼	T
2	42K	3	2393	146	201	16500	7300	B9.00/20	DB9.00/20	Bud K369	6-4 1/16x4¾	BL 51-5	U5	No	Cla B805	SF	H	7.12	42.0	8x3x¼	I
3	70	3	3435	122	122	19500	7535	B9.00/20	DB9.00/20	Bud K369	6-4 1/16x4¾	BL 5A380	U 5	No	Wis 70000Q	2F	H	9.14	64.0	6x3x¼	I
4	87K	3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6-4⅝x4¾	Fu MHOG	A 8	No	Wis 1237Q	2F	H	8.95	79.0	7x3⅝x¼	T
5	43	3½	3380	146	201	22500	7300	B9.75/20	DB9.75/20	Bud K428	6-4⅝x4¾	Fu VUOG	U 5	No	Wis 1237H	2F	H	8.95	62.0	8x3x¼	T
6	87Q	5	4875	144	144	27000	9805	B10.50/20	DB10.50/20	Bud K428	6-4⅝x4¾	Fu MHOG	A 8	No	Wis 1737K	2F	H	9.16	99.0	8x4x 11/16	I
7	43L	5	3850	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu VUOG	U 5	No	Wis 1737KH	2F	H	9.16	64.0	8x3x¼	T
8	97L	5	5815	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu VU	U 5	A 3	Wis 19027	2F	H	11.1	178.	8x4x¼	I
9	Indiana 85	1½	885	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXA	6-3⅝x4½	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7 1/16x2½x 1/16	T
10	95	2	1095	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7 1/16x2½x 1/16	T
11	95DR	2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7 1/16x2½x 1/16	T
12	17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	SF	H	6.83	43.0	8x3x¼	T
13	17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 70000H	2F	R	7.06	44.7	8x3x¼	T
14	17	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 3341	U 4	Op	Tim 58205H	SF	R	6.14	38.7	8¼x3x 5/16	T
15	17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8¼x3x 5/16	T
16	19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8¼x3x 5/16	T
17	43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8¼x3x 5/16	T
18	45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x⅝	T
19	47DR	5-7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDle.	6-4⅞x6	BL 7351	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¼x3x⅝	T
20	International (8) D1	½	360	113	113	4200	2180	B5.25/18	B5.25/18	Own D	6-3 1/16x4⅛	Own D	U 3	No	Own D-55	S½	H	4.18	12.7	5¼x2¼x 1/16	T
21	(A) M2	1	850	118	118	7000	3180	B6.50/20	B6.50/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 713	SF	H	6.16	39.5	11¼x2¾x¼	D
22	A2	1½	615	136	160	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 708	SF	H	6.16	39.5	5⅞x2¾x¼	T
23	B2	1½	615	136	160	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	MM "O"	U 3	No	Own 704	SF	H	6.16	47.3	5⅞x2¾x 1/16	T
24	A3	1½	695	136	160	10000	3572	P30x5	P32x6	Lyc SAH	6-3¼x4½	Own H-4-A	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x 1/16	T
25	A3½	1½	970	136	160	10100	3600	B6 50/20	DB6.50/20	Lyc SAH	6-3¼x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x 1/16	T
26	AL3	1½	895	138	164	10000	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	WG T7	U 4	No	Own 800	S½	H	6.50	42.9	6¼x2 1/16x¼	T
27	B-3	1½	695	136	160	10000	3385	P30x5	P32x6	Own FAB2	6-3 1/16x4	Own H-4-A	U 4	No	Own 720	SF	H	5.29	33.8	7x2¾x 1/16	T
28	B4	2	1045	145	185	12750	4055	B6.50/20	DB6.50/20	Own FAB-3	6-3 1/16x4	Own H-4-A	U 4	No	Own 750	SF	H	6.5	41.6	8x3¼x 1/16	T
29	A4	2	1625	145	185	15750	5221	P32x6	DP32x6	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 902	SF	H	6.50	47.8	7x3¾x¼	T
30	A5	3	2100	156	210	18750	5895	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1002	SF	H	7.16	64.7	8x3¾x¼	T
31	A6	3	2450	156	210	20850	6120	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1150	2F	H	8.5	76.8	8½x3¾x 1/16	T
32	W2	3½	3300	148	200	24000	8450	P36x8	DP36x8	HaS 151	4-4¼x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3¼	T
33	W3	5	4850	160	235	28000	10125	S36x6*	S40x12*	HaS 152	4-4¾x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3¼	T
34	A7	5-7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¼x⅝	T
35	A8	7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¼x⅝	T
36	Kenworth 88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
37	101B	2-2½	2050	144	186	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	. .	Tim 54300H	SF	H	5.83	37.4	8x3x¼	P
38	89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
39	127	2½-3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4¼	BL 334	U 4	. .	Tim 56200H	SF	H	6.16	40.7	8x3x¼	T
40	90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 58205H	SF	H	6.83	43.8	8x3x¼	T
41	146B	3-4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4 1/16x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x3x¼	T
42	166B	3½-4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4 1/16x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
43	166A	3½-4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
44	186	4-5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7x9x3x¼	T
45	241	5-7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼	T
46	241A	5-7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x 5/16	C
47	241B	5-7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x 5/16	C
48	241C	5-7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x 5/16	C
49	Kleiber 80	1½-2½	1300	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6-3⅜x4¼	BL 2241	U 4	No	Tim 53200H	BF	H	5.14	34.0	5⅝x3¼x¼	C
50	100	2-3½	1575	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6-3⅜x4¼	BL 3241	U 4	No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x¼	T
51	120	2½-4½	2100	170	180	16300	5150	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 3241	U 4	No	Tim 56200H	BF	R	6.17	33.4	7½x3¼x¼	T
52	140	3-5½	2650	180	190	20700	6500	B8.25/20	DB8.25/20	Con 18R	6-4x4¼	BL 3241	U 4	No	Tim 58200H	BF	R	6.84	38.7	7½x3¼x¼	C
53	210	4-6	3800	190	200	22000	7600	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 5241	U 4	No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x¼	C
54	KD4	4	5400	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Die.	4-4⅞x6	BL 5351	U 4	No	EatDR 6504IW	2F	R	5.5	70.	7½x3¼x¼	C
55	KD6	6	6000	206	210	26000	9500	B9.75/20	DB9.75/20	Cum.6HDie	6-4⅞x6	BL 714	U 4	A 4	Eat 65041W	2F	R	5.5	91.0	8½x3¼x 5/16	C
56	La Fr. Republic C-2	2	1100	150	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	5.67	35.9	5½x2x 5/16	C
57	D-2	2-2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc SB	6-3⅜x4½	WG T9	U 4	No	Tim 54200H	SF	R	5.83	37.9	7x3x¼	C
58	E-2	2½-3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc ASD	6-3¾x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
59	F-3	3½-4	2420	174	198	21000	6240	P34x7	DP34x7	Wau MK	6-4⅛x4⅜	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
60	H-5	4-5	3285	179	206	26000	7840	B9.75/20	DP9.75/20	Wau MZ	6-4¼x4¾	Fu MRU	U 4	No	Tim 75733H	2F	R	7.97	53.0	8x3x¼	C
61	M-3	5-6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅝x5⅛	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9⅛x3½x 5/16	C
62	35-4	7-8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4⅝x5⅛	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.2	9⅛x3½x 5/16	C
63	Le Moon 150	1½	1150	140	152	8000	3300	B6.50/20	B6.50/20	Con 20C	6-3⅝x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x 5/16	T
64	200	1½-2	1350	160	178	11200	3600	B7.00/20	DB7.00/20	Con 20C	6-3⅝x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x 5/16	T
65	300	2-3	1575	163	190	12600	4200	B7.50/20	DB7.50/20	Con 20C	6-3⅝x4⅝	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6¼x3¾x¼	T
66	400	3-4	2175	163	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.06	40.2	8¼x3¾x¼	T
67	505	4-5	2775	160	190	19500	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4¼x4¾	BL 3341	U 4	No	Tim 58205H	BF	R	6.14	40.6	6½x3¾x¼	P
68	501	4-5	3150	160	190	19500	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅝x5⅛	Fu VUOG	U 5	No	Tim 58205H	BF	R	6.14	40.6	7x4x¼	C
69	(9) 600	5-6	3450	169	199	21600	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅝x5⅛	BL 514	U 4	No	Tim 65720H	WF	R	6.00	43.2	9x4x¼	C
70	Mack BL	1-2	2500	138	192	.....	4050	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x 1/16	T
71	BG	1½-3	3000	138	192	.....	4800	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x 1/16	T
72	BF	2½-4	4200	156	216	.....	6600	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7 1/16x3x 1/16	T
73	AB	3-5	4000	147	219	.....	6450	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
74	AB	3-5	4200	147	219	.....	6700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.6	8x2¼x¼	T
75	AB	3-5	4150	147	219	.....	6450	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
76	AB	3-5	4500	147	219	.....	6700	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
77	BM	3-5	4700	157	211	.....	7500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	8¼x3x¼	T
78	CH	3-5	5200	150	186	.....	9200	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 4	No	Own BC	2F	H	7.01	49.4	8¼x3x¼	T
79	BC	3½-6	5250	154	226	.....	7850	P36x8	DP36x8	Own CE	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	46.2	8¼x3x¼	T
80	BC	3½-6	5500	154	226	.....	8000	P36x8	DP36x8	Own CE	6-4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8¼x3x¼	T
81	BX	3½-6	5750	171	225	.....	7900	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9⅛x3x¼	T
82	BX	3½-6	5600	171	225	.....	8050	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9⅛x3x¼	T
83	CJ	3½-6	6100	150	186	.....	10650	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9⅛x3x¼	T
84	BJ	5-8	6450	168	245	.....	9800	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11¼x3¼x¼	T
85	BQ	6-8	6800	191	245	.....	10000	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3x¼	T
86	AK	5-7½	5150	162	228	.....	9500	B10.50/24*	DB10.50/24*	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8⅝x3x 5/16	C
87	AK	5-7½	5250	162	228	.....	9400	B10.50/24*	DB10.50/24*	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x¼	C
88	AK	6-8	6450	174	240	.....	10400	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AK	2F	H	7.43	47.7	8⅝x3x 5/16	C
89	BX-8	7½	6250	207	225	.....	9200	B9.75/24	DB9.75/24	Own BX	6-4¼x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
90	AC Light	5-7½	5150	168	240	.....	9200	B10.50/24*	DB10.50/24*	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x 5/16	C
91	AC Medium	6-8	5500	168	240	.....	9800	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x 5/16	C
92	AC Heavy	7½-10	6000	168	240	.....	10150	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x 5/16	C
93	AC	6-8	6450	174	240	.....	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8⅝x3x 5/16	C
94	AP	7½-10	8500	191	216	.....	11700	S36x7	DS40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8x3x¼	C
95	Menominee A-15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3⅜x4¾	Fu MKU10	U 4	No	Cla B373	SF	R	5.00	31.7	5⅝x3¼x¼	C
96	DX-6	2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6-3⅝x4¾	BL 234	U 4	No	Wis 6617	2F	R	5.83	37.3	6x2¼x 5/16	C
97	DN-6	3	3275	156	175	15200	6200	B8.25/20	DB8.25 20	Wau MK	6-4½x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x 5/16	P
98	A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4½x4¾	BL 528	U 8	No	Tim 58206H	SF	R	7.8	90.8	8x3x¼	C
99	N-6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2¾x¼	P
100	JX-6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4⅝x5⅛	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2⅝x¼	P
101	6W-8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4⅝x5⅛	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2⅝x¼	P
102	Moreland RR10	1½	1195	159	Op	10000	4195	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53200H	SF	H	5.66	35.0	7 1/16x2⅝x¼	T
103	RR12	2	1400	159	Op	12000	4585	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.83	36.1	7 1/16x2⅝x¼	T
104	RR15	3	1600	159	Op	15000	5250	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 56200H	SF	H	6.17	38.2	7 1/16x2⅝x¼	T
105	B16	4	2595	184	Op	16000	5800	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 56200H	SF	R	6.17	38.0	9 1/16x3½x 5/16	T
106	E18	5	2828	184	Op	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58205H	SF	R	6.14	37.8	9 1/16x3½x 5/16	T
107	E22	6	3405	184	Op	22000	7150	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 524	U 4	No	Tim 65720H	WF	R	7.25	44.5	9 1/16x3½x 5/16	T
108	H26	6	4815	196	Op	26000	8900	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 524	U 4	No	Tim 66720W	WF	R	8.20	59.8	9½x3 11/16x 5/16	T
109	Omort 20	2	1095	131	210	10000	3725	B6.00/20	DB6.00/20	Her JXA	6-3⅝x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.20	39.6	6x2¾x¼	L
110	25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6x3½x¼	I
111	30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x⅝	I
112	35	3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x½	I
113	Pierce-Arrow 138385	2-2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8-3½x5	Co RU48L	U 4	No	Tim 56200	SF	R	5.28	32.6	7⅝x3½x 5/16	C
114	15T298	3-3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Cla 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7⅝x3½x 5/16	C
115	17T361	3-4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	Co RU48L	U 4	Op	Tim 58200	SF	R	6.83	42.2	7⅝x3½x 5/16	C
116	18W361	3½-4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	Co RU48L	U 4	Op	Tim 65720	WF	R	6.8	42.	8½x2½x 5/16	C
117	19R479	3½-4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286.	8½x2½x 5/16	C
118	24X479	5-6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	402.	9½x2½x 5/16	C
119	28M611	6-7	5400	160	200	28000	11500	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	Own	A 4	Op	Own	WF	R	10.	525.	9½x2½x 5/16	C
120	Reo (A) BN	1500 lb.	530	130	130	5500	2805	B6.50/18	B6.50/18	Own	6-3½x5	Own	U 3	O 2	Own	B½	H	4.9	16.	7½x2½x 5/16	C
121	1A. (1C†)	1-1½	575	136	160	9000	3135	B6.00/20	DB6.00/20	Own	4-3 11/16x4⅛	Own	U 4	O 2	Own	SF	H	5.8	33.4	7½x3¼x 5/16	C
122	1B. (1D†)	1½-2½	595	140	164	10500	3260	B6.00/20	DB6.00/20	Own	6-3⅛x5	Own	U 4	O 2	Own	SF	H	5.28	34.8	7x3¼x 5/16	C
123	(Cont.) 2B-2D	2-3	845	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3x¼	C

For abbreviations see page 232

AMERICAN TRUCKS—Continued

Line Number	Make and Model	GENERAL (See Keynote): Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE: Front	Rear	MAJOR UNITS: ENGINE: Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE: Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS: In High	In Low	FRAME: Side Rail Dimensions	Type
	Reo (Concluded)																				
1	2H (2J, 2K††)	2–4	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6–3⅝x5	Own	U 4	O 2	Own	SF	H	6.6	42.9	7x¼x3	C
2	3H(3J,3K,3M††)	2–5	1795	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6–3⅝x5	Own	U 4	O 2	Own	SF	H	6.5	42.9	8 5/16x¼x3	C
3	4H,4J,4K,4M	4–6	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8–3⅝x5	Own	U 4	O 2	Own	SF	H	6.14	40.5	10x3x¼	C
4	Schacht.....10H	1½–2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6–3⅝x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	.....15HA	2½–3½	1735	156	195	13000	5200	B8.25/20	DB8.25/20	Con 16C	6–3⅝x4⅝	BL 35	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	.....20HA	2½–4	2185	160	207	15300	5450	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Own	U 5	No	Tim	BF	R	6.06	38.5	6x3x¼	P
7	.....25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6–4x4½	Fu 5A–38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
8	.....28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu 5A–38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
9	.....30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu 5A–38	U 5	No	Wis	2F	R	7.14	46.4	7x3x¼	P
10	.....35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6–4⅛x4½	Fu 5A–38	U 5	No	Own	2F	R	8.00	52.0	8⅛x3x 5/16	P
11	.....40H	5–7	4295	154	235	25500	7600	B9.75/20	DB9.75/20	Her YXC	6–4⅝x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.07	49.7	8⅛x3x 5/16	P
12	.....40HB	7–9	4695	154	235	29500	7750	B10.50/20	DB10.50/20	Her YXC	6–4⅝x4¾	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.7	8⅛x3x 5/16	P
13	.....66HA	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6–4⅝x5¼	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.8	8⅛x3x 5/16	P
14	.....(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6–4⅝x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
15	.....(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
16	.....(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6–4⅝x5¼	Fu 5A–53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
17	Sterling.....FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6–3⅝x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2⅝x 5/16	C
18	.....FB50	2–2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6–3⅝x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2⅝x 5/16	C
19	.....FB60	2½–3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6–3⅝x4¾	WG T9	U 4	No	Own	BF	H	5.83	37.3	6x2⅝x 5/16	C
20	.....FB70	2½–3	2635	174	204	17000	5755	B7 50/20	B7.50/20	Wau ML	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.4	52.7	10x3¼x¼	L
21	.....FD80	3–4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6–4x4¾	Own UC7	U 5	Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
22	.....FB80 Spec	3½–4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.6	10x3¼x¼	L
23	.....FC90	4	4105	174	204	22000	7480	B9.00/20	DB9.00/20	Wau 6MK	6–4⅛x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
24	•.....FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6–4⅛x4¾	Own UC7	U 5	No	Own	2F	R	8.0	57.0	10x3¼x¼	L
25	.....FD978	4–5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6–4⅝x5⅛	Own UC2	U 4	Op	Own	w/2f	R	7.75	51.6	12x3¼x¼	L
26	.....FC100	5–5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6–4⅛x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
27	•.....FD115	5–6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6–4⅝x5⅛	Own UC2	U 4	Op	Own	w/2f	R	8.20	54.6	12x3¼x¼	L
28	.....FC107	5–6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6–4⅝x5⅛	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	L
29	•.....FD140	7–8	6285	192	222	35000	10050	P40x8	DP42x9	Wau 6-125	6–4⅝x5⅛	Own UC2	U 4	Op	Own	w/2f	R	10.0	66.6	15x3¼x¼	L
30	•.....FC135	7–8	4800	192	222	35000	8900	P40x8	DP40x8	Wau SRL	6–4⅝x5⅛	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
31	•.....FC140	8–8½	5245	200	230	36000	9350	P40x8	DP40x8	Wau 6-125	6–4⅝x5⅛	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
32	•.....FC145	8–8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
33	•...FW170, FD170	9½–10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6–4½x5¾	Own UC8	U 4	Op	Own	w/2f	R	10.0	62.7	15x3¼x¼	L
34	•.....FC170	9½–10½	6900	200	230	40000	10550	P40x8	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
35	.....FD195	12–12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die.	6–4⅞x6	BL 734	U 4	Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
36	Stewart.....41X	¾	695	124	124	.....	2875	B6.50/18	B6.50/18	Lyc	6–3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x 7/16	T
37	.....41XS	1	730	134	145	.....	2925	B6.50/18	B6.50/18	Lyc	6–3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x 7/16	T
38	.....44X	1½	760	134	176	8500	3250	B6.50/20	B6.50/20	Lyc	6–3¼x4½	WG	U 4	No	Cla	SF	H	5.61	35.8	7½x2¾x 7/16	T
39	.....42X	1¾	830	145	176	9000	3525	B6.50/20	B6.50/20	Lyc	6–3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x 7/16	T
40	.....43X	2	1075	145	176	10800	4005	B6.50/20	DB6.50/20	Lyc	6–3⅜x4½	WG	U 4	No	Cla	SF	H	6.3	41.	7½x2¾x 7/16	T
41	.....45X	2½	1375	145	190	13500	4350	B7.00/20	DB7.00/20	Lyc	6–3⅜x4½	WG	U 4	No	Cla	SF	R	6.37	40.	7½x2¾x 7/16	T
42	.....29XS	2½	1795	145	220	15000	5190	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	No	Cla	SF	R	7.16	40.	7½x2¾x 7/16	T
43	.....32X	3	2090	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6–3¾x4½	BL	U 5	No	Cla	SF	R	7.16	40.	9x2¾x 7/16	T
44	58-8	3	2290	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	8–3⅜x4½	Fu	U 5	No	Cla	SF	R	7.1	47.	9x2¾x 7/16	T
45	.....18X	3½	2690	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6–3⅞x5	Fu	U 5	No	Tim	WF	R	7.25	47.5	9x2¾x 7/16	T
46	48-8	3½	2990	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8–3¾x4¾	BL	U 5	No	Cla	WF	R	7.1	47.	9x2¾x 7/16	T
47	.....19X	3½	3690	165	235	20000	7110	B9.00/20	DB9.00/20	Lyc	6–3⅞x5	Fu	U 4	A 3	Tim	WF	R	7.25	48.	9x2¾x 7/16	T
48	38-6	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Wau	6–4⅝x5½	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x 7/16	T
49	38-8	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Lyc	8–3¾x4¾	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x 7/16	T
50	.....31X	5–6	5390	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6–4⅝x5⅛	BL	U 4	A 3	Tim	WF	R	8.2	148.	9 7/16x2¾x 7/16	T
51	.....27XS	7–8	6190	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6–4⅝x5⅛	BL	U 4	A 3	Tim	WF	R	10.1	148.	9 7/16x2¾x 7/16	T
52	Studebaker..(1)S-2	1½–2	670	130	165	9000	3110	B6.00/20	P32x6	Own	6–3¼x4⅝	WG T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x 7/16	T
53	8-4	1¾–2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6–3¼x4⅝	WG T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x 7/16	T
54	8-6	2–3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6–3¼x4⅝	WG T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x 7/16	T
55	8-8	3–4	1395	141	183	16000	4875	B6.50/20	DP32x6	Own	6–3¼x4⅝	WG T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x¼	T
56	.W-841 (865-883)	3–4	***	141	183	16600	.....	B6.50/20	DP32x6	Wau 6-110	6–4x4¾	Cla R900	U 5	No	Tim 58200	SF	H	6.8	55.2	8x2¾x¼	.....
57	Ward La Fr..25R14	2½	2800	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6–4x4¾	BL 324	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
58	.....25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6–4x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
59	.....25R18	3–4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6–4⅛x4¾	BL 324	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
60	.....30R19	3–4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6–4⅛x4¾	BL 524	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x 7/16	B
61	320	3–4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5⅛	BL 534	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3¼x 7/16	B
62	.....30R-20	3–4	4300	196	226	20000	7260	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5⅛	BL 534	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x 7/16	B
63	.....30R23	3½–5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6–4⅛x4¾	BL 524	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x 7/16	B
64	.....35R	4–5	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6–4⅜x5⅛	BL 534	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x 7/16	B
65	.....335RWS	7½	***	205	224	26000	9360	B9.75/24	DB9.75/24	Wau SRL	6–4⅜x5⅛	BL 534	U 4	No	Tim 65720W	WF	R	Opt	Opt	14x3x¼	B
66	.....75RH	7½	.....	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
67	.....55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6–4⅝x5⅛	BL 724	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
68	.....55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6–4⅝x5⅛	BL 724	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
69	.....50D	7½–10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6–4⅝x5⅛	BL 724	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3¼x¼	T
70	.....100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3¼x¼	T
71	.....75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6–5x5¾	BL 734	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
72	White (12).....60K	1¼–1½	1850	112	112	.....	3905	B7.00/20	B7.00/20	Own 2A	6–3½x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.87	22.2	5x3x 5/16	C
73	701	1¼–1½	1085	132	156	.....	3970	B7.00/20	B7.00/20	Own 8A	6–3 5/16x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x 7/16	C
74	.....701A	1½	1110	132	156	.....	4000	B7.50/20	B7.50/20	Own 8A	6–3 5/16x4⅝	Own 183A	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x 7/16	.....
75	161	1¼–1½	1700	138	157	.....	4420	B7.50 20	B7.50/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x 5/16	C
76	702	1½–2	1185	132	156	.....	4225	B7.00/20	DB7.00/20	Own 8A	6–3 5/16x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x 7/16	C
77	.....702A	2	1222	132	156	.....	4275	B7.50/20	DB7.50/20	Own 8A	6–3 5/16x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x 7/16	.....
78	162	1¼–2	1900	138	157	.....	4710	B7.00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x 5/16	C
79	611	2–2½	2450	148	196	.....	4960	B7.00/20	DB7.00/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3 1/16x¼	C
80	211	2–2½	2300	148	198	.....	5170	B7.00/20	DB7.00/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3 1/16x¼	C
81	612	2½–3	2800	148	196	.....	5295	B7.50/20	DB7.50/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3 1/16x¼	C
82	212	2½–3	2650	148	198	.....	5500	B7.50/20	DB7.50/20	Own GRCB	4–4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3 1/16x¼	C
83	620	2½–3	4350	157	195	.....	7430	B8.25/20	DB8.25/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7 11/16x2 11/16x 7/16	C
84	.....612K	2½–3	2950	140	180	.....	5445	B7.50/20	DB7.50/20	Own 4AB	6–3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3 1/16x¼	C
85	.....51A	2½–4	3750	170	190	.....	6438	S36x5°	S36x8°	Own GRB	4–4½x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8x3x¼	C
86	618	3–4	3600	166	206	.....	6675	B9.00/20	DB9.00/20	Own 4AB	6–3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
87	621	3–4	4650	157	195	.....	7945	B9.00/20	DB9.00/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7 11/16x2 11/16x 7/16	C
88	.....618K	3–4	3750	158	198	.....	6820	B9.00/20	DB9.00/20	Own 4AB	6–3¾x4½	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
89	.....620K	3–4	4675	168	215	.....	7825	B9.00/20	DB9.00/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 14CB	SF	R	7.32	47.9	8x3x¼	C
90	630	3–4½	5000	168	215	.....	8500	B9.00/20	DB9.00/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	C
91	.....630K	3–4½	5200	168	214	.....	9290	B9.00/20	DB9.00/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 10C	SF	R	63.3	41.4	8x3x¼	C
92	640	3–4½	6100	180	214	.....	9510	B9.00/20	DB9.00/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 10C	SF	R	5.18	33.2	8⅛x3 1/16x 1/16	C
93	.....640K	3–4½	6300	180	214	.....	10200	B9.00/20	DB9.00/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 10C	SF	R	5.18	32.2	8⅛x3 1/16x 1/16	C
94	58	3–5	4400	180	195	.....	7797	S36x5°	DS36x5°	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8⅛x3 1/16x 1/16	C
95	.....58-8S	7½	5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4–4¼x5¾	Own 4B	U 4	No	Cv n 6C	2F	R	11.8	77.5	10⅛x3x 5/16	C
96	55	5	4650	174	215	.....	8737	S36x5°	DS40x5	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.1	8x18.4 lb.	I
97	631	3½–6	5750	168	215	.....	9000	B9.75/20	DB9.75/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
98	.....631K	3½–6	5950	168	215	.....	9250	B9.75/20	DB9.75/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
99	.....631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6–4 1/16x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	8⅛x3 1/16x 1/16	C
100	641	3½–6	6450	180	214	.....	10010	B9.75/20	DB9.75/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 2C	2F	R	7.16	44.5	8⅛x3 1/16x 1/16	C
101	.....641K	3½–6	6650	180	214	.....	10260	B9.75/20	DB9.75/20	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 2C	2F	R	7.16	44.5	8⅛x3 1/16x 1/16	C
102	642	4–7½	6750	180	214	.....	10910	B9.75/24	DB9.75/24	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 13C	2F	R	10.2	63.4	8⅛x3 1/16x 1/16	C
103	52	5–7½	5100	174	215	.....	9409	S36x6°	S40x12	Own GRB	4–4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
104	643	5–9	6950	180	214	.....	11210	B10.50/24	DB10.50/24	Own 5AC	6–4⅝x5¾	Own 10B	U 4	No	Own 13C	2F	R	10.2	63.4	8⅛x3 1/16x 1/16	C
105	691	7–9	7250	129	129	.....	12200	B10.50/24	DB10.50/24	Own 5AD	6–4⅝x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8¼x3¾x⅛	C
106	Willys.....77	.....	445	100	100	.....	.....	B5.00/17	B5.00/17	Own 77	4–3½x4⅝	Own 77	U 3	No	Own 77	8½	H	4.3	12.5	3¾x1¾x 3/16	T
	Four-Wheel-Drive																				
107	Coleman.....E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6–4 1/16x4¾	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅞	B
108	.....E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6–4⅝x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅞	B
109	.....E54	4–5	5600	130	180	20400	8800	B10. 50/24	B10.50/24	Bud L468	6–4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
110	.....E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6–4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
111	.....E55S	5–6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6–4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
112	.....E56	6–7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6–4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
113	.....E57	7½–10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6–5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3x1¼	B
114	Corbitt (3)...10FB6	1½–2	2300	Op	Op	.....	4420	B6.50/20	DB6.50/20	Con 25A	6–3⅝x4	BL 214	U 4	A 2	Tim 53200H	SF	H	6.20	Opt	8⅞x3x⅛	T
115	.....9FB6	2–2½	3200	Op	Op	.....	5060	B7.00/20	DB7.00/20	Con 20C	6–3⅝x4⅝	BL 224	U 4	A 2	Tim 54200H	SF	H	6.80	Opt	8⅞x3x⅛	T
116	.....12FB6	2½–3½	4000	Op	Op	.....	5630	B7.50/20	DB7.50/20	Con E602	6–4⅛x4⅛	FuL 5A38	U 5	A 2	Tim 56200H	SF	H	7.40	Opt	9x3x¼	T
117	(Cont.)....12FD6	2½–3½	4300	Op	Op	.....	5730	B7.50/20	DB7.50/20	Con E602	6–4⅛x4½	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3x¼	T

For abbreviations see page 232

AMERICAN TRUCKS—Continued

Line Number	Make and Model	Wheels Driven—6-Wheelers	GENERAL (See Keynote): Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE: Front	Rear	MAJOR UNITS: ENGINE: Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE: Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS: In High	In Low	FRAME: Side Rail Dimensions	Type
1	Corbitt (3)..15FD6	3–4		5700	Op	Op	.....	8100	B8.25/20	DB8.25/20	Con 21R	6–4⅜x4¾	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3x¼	T
2	(Conclu'd).18FD6	3½–5		6300	Op	Op	.....	9200	B9.00/20	DB9.00/20	Con 22R	6–4½x5¼	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3x¼	T
3	FWD.....H4	1½–2		3325	120	160	11000	5300	P34x7	P34x7	Wis 8U	4–4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5 1/16x2¼x 3/32	C
4	.....H6	2–2½		3385	133	180	13000	5900	P9.00/20	P9.00/20	Wau M8	6–3¾x4⅝	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5 1/16x2¼x 3/32	C
5	.....HH-6	2½–3		4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6–4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5 1/16x2¼x 3/32	C
6	.....B 3			4200	124	156	15500	6460	S36x6	S36x6	Own A	4–4⅝x5⅛	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5 1/16x2¼x 3/32	C
7	.....CU-6	3½–4		4985	147	179	19500	8000	B10.50/20	B10.50/20	Wau SR8	6–4½x5⅛	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x 11/32	C
8	.....CU6A	3½–4		4685	147	179	19000	7800	B10.50/20	B10.50/20	Wau SR8	6–4½x5⅛	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3x 11/32	C
9	.....SSU	4–5		5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6–4⅜x5⅛	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x 11/32	C
10	.....S8UA	4–5		4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6–4⅜x5⅛	BL 706	U 5	Op	Own M	BF	H	7.35	73.	7x3x 11/32	C
11	.....M5	5–7½		7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6–4⅝x5⅛	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207.	8x3x 11/32	C
12	.....MF6	5–6		5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6–4⅝x5⅛	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x 11/32	C
13	(Fr't.-Wh.-Dr.) LBU	5–6		4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SR8	6–4½x5⅛	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x 11/32	C
14	.....M7	7½–10		8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x 11/32	C
15	.....(T)60-T	20–25		6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6–4⅝x5⅛	Own U	A 5	Op	Own M	BF	H	7.35	73	7x3x 11/32	C
16	.....(T)72-T	25–30		7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6–4⅝x5⅛	BL 724	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3x¼	C
17	Ind.....12X4	1½		2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL	U 4	A 2	Tim 53200H	SF	H	5.14	54.0	7 1/16x2½x 1/32	C
18	.....14X4	2½		3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6–3¾x4½	BL	U 4	U 2	Wis	SF	H	5.40	50.0	7 1/16x2½x 1/32	C
19	.....16X4	3		4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4½	BL	U 4	U 2	Wis	2F	H	6.06	89.0	8x3x¼	C
20	.....18X4	3½		5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6–4⅜x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x 1/16	C
21	.....18x4A	3½		5400	160	224	21000	8700	B9.00/20	D9.00/20	Her YXC3	6–4⅝x4¾	BL	U 4	A 2	Tim	SF	H	6.14	38.6	8½x3x¼	T
22	.....20X4	4½		7200	188	...	24000	10600	B9.75/20	DB9.75/20	Her HXB	6–5x6	BL	U 4	A 2	Wis	2F	H	8.00	128.	9x3x¼	C
23	.....22X4	5		10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86.0	8¼x3 1/16x⅝	C
24	Mar.-Herr.....A10	1½–2		2350	135	155	.....	4650	B6.50/20	DB6.50/20	Her JXA	6–3⅜x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82.0	7¼x2½x 1/32	C
25	.....A20	2½–3		3250	135	155	.....	5150	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¼	Cla R103	U 5	A 2	Own-Tim	BF	H	5.83	80.0	7½x2½x 1/32	C
26	.....A30	3½–4		4300	155	167	.....	7000	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	6.17	116.	9¼x3x 1/32	C
27	.....A40	4–4½		4800	155	167	.....	7500	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9¼x3x 1/32	C
28	.....A50	4–4½		5700	155	167	.....	8150	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	136.	9¼x3x 1/32	C
29	.....TH300	4½		6150	163	193	.....	8985	B9.75/20	DB9.75/20	Her YXC	6–4⅜x4¾	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	143.	8¼x3x 1/16	P
30	.....TH310	5–5½		7150	163	193	.....	9620	B9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	Fu 5A530	U 5	A 2	Own-Wis	2F	H	8.0	143.	8¼x3x 1/16	P
31	.....TH310A	6		8050	163	193	.....	10120	B9.75/22	DB9.75/22	Her RXC	6–4⅝x5¼	Fu 5A530	U 5	A 2	Own-Wis	2F	H	7.79	140.	8¼x3x 1/16	P
32	.....(13) TH315	7		9350	198	216	.....	10950	B10.50/20	DB10.50/20	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	H	7.79	140.	8¼x3x 1/16	P
33	.....(13) TH320	8–9		11500	198	228	.....	14200	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	166.	10x3x⅝	P
34	Oshkosh.....JSW	1½–2		2650	123	Op	10660	4880	B7.00/20	DB7.00/20	Her WXC	6–4x4½	BL 224	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½x¼	Tf
35	.....JSB	1½–2		2490	149	Op	10750	4760	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	BL 51-4	U 4	No	Own JSB	SF	H	6.19	40.1	6x3½x¼	Tf
36	.....LB	2–2½		4275	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6–3¾x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
37	LC	2½–3		4575	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6–4x4½	Fu 5A380	U 5	No	Own LC	2F	H	7.3	53.1	7x3x¼	T
38	.....B3S	3½–4		4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6–4¼x4½	Fu 5A380	U 5	A 2	Own B3S	SF	H	6.10	86.2	7x3x½	L
39	.....B3D	3½x4		5390	146	165	19700	8400	B10.50/20	B10.50/20	Her WXB3	6–4¼x4½	Fu 5A380	U 5	A 2	Own B3D	2F	H	7.00	98.0	7x3x½	L
40	.....C3S	4–5		5150	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5A530	U 5	A 2	Own C3S	SF	H	6.10	86.8	7x3x½	L
41	.....C3D	4–5		5795	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5A530	U 5	A 2	Own C3D	2F	H	6.40	90.2	7x3x½	L
42	.....FC	5		5990	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	Fu 5A530	U 5	No	Own FC	2F	H	7.60	67.6	7x3x½	L
43	.....FB	5–6		6350	146	165	25000	9500	B11.25/20	B11.25/20	Her RXC	6–4⅝x5¼	Fu 5A530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3x½	L
44	.....FD	6–7½		7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6–4⅝x5¼	Fu 5A530	U 5	A 2	Own FD	2F	H	7.20	101.	8x3x½	L
45	.....BG3	7½–10		8500	165	175	37000	13200	P40x10	DP40x10	Her GXB	6–5x5¾	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3¼x¼	L
46	.....GD	10		9800	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6–5½x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3¼x¼	L
47	Walter.....FN	2½–3½		4500	120	144	16000	6500	B9.00/20	B9.00/20	Own 6MK	6–4⅛x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	P
48	.....FM	3½–5		5500	120	144	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6–4⅜x5⅛	Own FM	U 5	No	Own FM	2D	H	6.0	60.0	12x2¾x¼	P
49	.....FKD	4–6		6300	118	136	24000	8500	B9.00/24	DB9.00/24	Own 6SRL	6–4⅜x5⅛	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	11x3x¼	P
50	.....FCS	5–7		7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6–4⅝x5⅛	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
51	.....FBS	5–7		7900	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
52	.....FBRS	7–9		8300	136	160	32000	10500	B10.50/24	DB10.50/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
	Six-Wheelers																					
53	B'kway 180SBT	2C	5–7½	4200	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6–4½x4½	Fu 5A38	U 5	Op	Tim SBT-251	SF	T	6.14	48.5	8¼x3x⅝	B
54	Corbitt.....16SFD	6	2–3	5500	Op	Op	.....	5110	B6.50/20	DB6.50/20	Con E602	6–4½x4½	Fu 5A38	U 5	A 2	Tim SD75H	2F	R	7.36	Opt	7x3½x¼	T
55	(3)..16SFD8	6	2½–4	5900	Op	Op	.....	7040	B7.50/20	DB7.50/20	Lyc AEF	8–3¾x4¾	Fu 5A53	U 5	A 2	Tim SD75W	2F	R	7.36	Opt	8x3½x¼	T
56	.....20SW6	4R	3–5	5720	Op	Op	.....	9000	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¾	BL 615	U 5	No	Tim SW151TW	w/2F	R	Opt	Opt	8x3½x¼	T
57	.....28SW6	4R	5–7½	6380	Op	Op	.....	10000	P34x7	DP34x7	Con 21R	6–4⅝x4¾	BL 607	A 7	No	Tim SW251TW	w/2F	R	Opt	Opt	8x3x 5/16	C
58	.....28SFD6	6	5–7½	8900	Op	Op	.....	11700	B8.25/20	DB8.25/20	Con 22R	6–4½x5¼	Fu 5A53	U 5	A 2	Tim SD251W	2F	R	8.44	Opt	9x3x¼	C
59	.....36SW6	4R	7½–10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6–4⅝x4¾	BL 607	A 7	No	Tim SW310W	w/2F	R	Opt	Opt	10⅝x3x 5/16	T
60	.....36SFD6	6	7½–10	12300	Op	Op	.....	14600	B9.00/22	DB9.00/22	Her HXB	6–5x6	BL 734	U 4	A 3	Tim SD320W	2F	R	8.15	Opt	10⅝x3x 5/16	T
61	.....40SW6	4R	10–15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6–4¾x5¾	BL 707	A 7	No	Tim SW420W	w/2F	R	Opt	Opt	10⅝x3x 5/16	T
62	.....45SFD6	6	10–15	16900	Op	Op	.....	15400	B9.75/22	DB9.75/22	Her HXC	6–5¼x6	BL 734	U 4	A 3	Tim SD420W	2F	R	8.15	Opt	10⅝x3x 5/16	T
63	Day Elder...150		3	1645	159	189	15000	5400	B6.50/20	DB6.50/20	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Tim SBT75	BF	H	5.66	36.2	7x3¼x¼	C
64	285	4R	8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	Ti SWD210H	WF	R	7.50	47.6	10x3¼x 5/16	C
65	345	4R	10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6–4⅝x5¼	BL 534	U 4	No	TiSWD310W	WF	R	8.50	54.0	10x3¼x 5/16	C
66	402	4R	12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6–4⅝x5¼	BL 725	U 5	No	TiSWD410W	WF	R	9.0	63.6	10x3¼x 5/16	C
67	Diamond T.801	4R	4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6–4⅝x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6¼x3x¼	P
68	1201	4R	6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6–4½x5¼	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
69	1602	4R	8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6–4⅝x5¼	BL 60	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
70	1603	4R	8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6–5x5¾	BL 70	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
71	Dodge....GS50	2C	1½–4	935	153	153	12000	3650	B6.00/20	P32x6	Own	6–3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7 1/16x2⅝x 11/32	C
72	Bros....FS75	2C	3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6–3⅝x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x 1/16	C
73	Fageol..8-46HP	4R	8	7800	195	220	40500	11400	B9.75/20	DB9.75/20	Wau 6-125	6–4⅝x5⅛	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.	8x3½x 1/16	C
74	.....8-46AL	4R	8	8800	195	220	40500	13500	B9.75/20	DB9.75/20	Wau 6-125	6–4⅝x5⅛	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.	15x4x⅝	T
75	.....10-46RB	4R	10	9000	232	232	56000	12600	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	8¼x4x⅝	C
76	.....10-46AL	4R	10	10000	232	232	56000	14700	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	15x4x⅝	T
77	Federal.....22	4R	3	1745	172	198	15000	5000	B6.00/20	DB6.00/20	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2⅞x 11/32	TL
78	21	2R	3	1495	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6–3⅝x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2⅞x 11/32	TL
79	36	2R	4½	2975	192	218	24000	7700	B7.50/20	DB7.50/20	Wau 6MK	6–4⅛x4¾	Cla R908	U 5	No	Cla B642	SF	H	7.16	58.6	10x3½x¼	TL
80	37	4R	4½	3350	192	218	24000	8100	B7.50/20	DB7.50/20	Wau 6MK	6–4⅛x4¾	Cla R908	U 5	No	Cla B642	SF	H	7.16	58.6	10x3½x¼	TL
81	.....T10SW	2R	7	3895	188	224	28000	9600	P34x7	DP34x7	Con 20R	6–4⅛x4¾	Cla B710	A 5	No	Tim 58200H	SF	H	7.8	56.	7½x3½x¼	P
82	FWD.....MX6	6	10–15	12255	200	Op	48000	17800	B13.50/20	B13.50/20	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x 11/16	C
83	.....X6	4F	6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau SRK	6–4⅝x5⅛	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x 11/32	C
84	(6)Gen.Mo.T95	4R	9–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6–4½x7½	Own	U 4	Op	Own	WF	R	8.50	53.3	9 1/16x4x⅜	L
85	.....T130	4R	12–15	9490	189	224	50000	14545	B9.75/20	DB9.75/20	Own 616	6–4¾x5½	Own	U 4	A 3	Own	WF	R	9.50	119.	9 1/16x4x⅝	L
86	Hendrick'n.21D	4R	2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6–3⅝x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x 5/16	C
87	.....25D	4R	3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x 5/16	C
88	.....32D	4R	4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x 5/16	P
89	.....38D	4R	5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5⅛	Fu 5A53	U 3	No	Own 2513X	SF	R	Opt	Opt	8x3x 5/16	P
90	.....40D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5⅛	Fu 5A53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x 5/16	P
91	.....44D	4R	12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 70-7	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x 5/16	P
92	Hug.....99	4R	10	10300	148	148	58500	15100	S36x8	S40x16	Bud GF6	6–4¼x6	BL 714-703	U 4	A 3	Wis SD420AW	2F	R	10.3	139.	9x4 1/16x 11/32	T
93	Ind..95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7 1/16x2⅝x 1/16	T
94	...95SW 75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7 1/16x2⅝x 1/16	T
95	..17ASW151	4R	3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4	Op	Tim SW151	WF	T	6.4	403.	8½x3x 1/16	T
96	...17SBT251	2C	4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 524	U 4	Op	Tim SBT251	SF	T	6.1	37.8	8¼x3x 1/16	TL
97	...17SW251	4R	4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38.1	8¼x3x 1/16	TL
98	.....16X6	6	3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6–4½x5¼	BL	U 4	U 2	Wis	2F	H	4.66	....	8x3x¼	C
99	.....18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110.	8¼x3x 1/16	C
100	.....20X6	6	4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9x3x¼	C
101	.....22X6	6	5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6–5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼x3 1/16x⅝	C
102	Ken.....89SBT	2C	7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
103	.....127SBT	2C	8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6–4½x4½	BL 334	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
104	.....146SBT	2C	9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6–4 1/16x4¾	BL 334	U 4	Op	Tim SBT251	CF	A	7.8	48.	8x3x¼	TL
105	.....186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6–4½x4¾	BL 1554	U 4	A 3	Tim Sdt310w	2F	H	7.33	104.	9x3x¼	T
106	.....241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	T
107	.....346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	84.5	8x3x 5/16	C
108	.....346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x 5/16	C
109	.....346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x 5/16	C
110	.....386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x 5/16	C
111	La Fran-R..Q6	4R	9–12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	L
112	Le Moon(9) 701	4R	5–6	4475	187	199	25500	8500	B8.25/20	DB8.25/20	Lye AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 63703-97H	WF	R	6.20	43.8	7x4x¼	B
113	801	4R	6–7	5100	187	199	32500	9720	B9.00/20	DB9.00/20	Lye AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 65703-97H	WF	H	6.75	47.7	7x4x¼	B
114	802	4R	6–7	5350	187	199	32500	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅝x5⅛	Fu VUOG	U 5	No	T65703-97tW	WF	H	6.75	47.1	7x4x¼	B
115	900	4R	7–8	6775	191	203	36000	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅝x5⅛	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x¼	B
116	1000	4R	8–10	7950	196	208	40000	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x¼	B
117	1200	4R	10–12	8500	196	208	40000	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x¼	B
118	.....1200D	4R	10–12	9750	196	208	40000	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6–4⅞x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x¼	B

For abbreviations see page 232

AMERICAN TRUCKS—Continued

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL See Keynoter: Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. Stripped*	TIRE SIZE: Front	Rear	MAJOR UNITS: ENGINE: Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE: Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS: In High	In Low	FRAME: Side Rail Dimensions	Type
1	Mack.....BX	4R	8–15	7950	178	207	.....	12000	B8.25/22	DB8.25/22	Own CF	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9½x3x¼	C
2	.....BQ	4R	8–15	9350	224	248	.....	15000	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own BX6	2F	A	6.54	41.9	10½x3x¼	C
3	.....AC	4R	8–15	8500	217	257	.....	14550	P40x8	DP40x8	Own BQ	6–4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8⅝x3x 5/16	C
4	.....AK	4R	8–15	9000	217	257	.....	15900	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x 5/16	C
5	.....AP	4R	8–15	10500	217	257	.....	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x 5/16	C
6	.....AP	4R	8–15	11000	217	257	.....	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x 5/16	C
7	Mar.-Her.TH310A-6		10	10000	193	229	.....	14070	B9.75/22	DB9.75/22	Her RXC	6–4⅝x5¼	Fu 5A530	U 5	A 2	Own-Wis	2F	R	9.11	163.	8½x3x 5/16	P
8	..(13)TH 315	6	12–13	12500	198	234	.....	15420	B9.75/22	DB9.75/22	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8½x3x 5/16	P
9	..(13)TH 320	6	15–18	14500	225	255	.....	18450	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188.	10x3x¾	P
10	MorelandR.A15	2C	3	1550	153	Op	15000	5300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT75	SF	R	5.66	35.0	7 1/16x2⅝x¼	T
11	.....RA20	2C	5	1981	149	Op	20000	6100	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	R	6.17	38.2	7 1/16x2⅝x¼	T
12	.....BD21M	4C	5	3534	184	Op	21000	8300	B7.50/20	DB7.50/20	Her WXC3	6–4¼x4½	BL 334	U 4	No	Tim 64800	WF	R	6.40	39.6	9 1/16x3½x 5/16	T
13	.....ED25M	4C	7	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9 1/16x3½x 5/16	T
14	.....HD34M	4C	10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9 1/16x3 1/16x 7/32	T
15	.....TD34	4C	10	7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Con 16H	6–4¾x5¾	BL 724	U 4	No	Tim 68720W	W	R	8.75	62.0	11x3 1/16x 5/16	T
16	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3¼x¼	L
17	.....FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3¼x¼	L
18	.....FDS180	4R	8–10	8605	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	L
19	.....FDS200	4R	10–12	9130	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113	15x3¼x¼	L
20	*.....FCS210	4R	15–18	10175	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	L
21	.....FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6–4⅝x5⅛	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	L
22	.....FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	L
23	.....FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6–4⅝x5⅛	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	L
24	.....FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6–4⅝x5⅛	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	L
25	Ward 440TC		15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Dle. HA	6–4⅞x6	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
26	LaFr. 440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
27	340TM		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6–4⅛x4¾	BL 5352	U 5	No	Tim SBT251H	SF	T	Opt	Opt	12x3¼x¼	T
28	.....400T5		12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6–4⅝x5⅛	BL 5352	U 5	No	Tim SWT320tw	WF	R	8.5	65.5	14x3¼x¼	T
29	Wht.630SW200	4R	5–6	***	193	205	.....	10000	B8.25/20	DB8.25/20	Own A7	6–4 1/16x5¼	Own 4B	U 4	No	Tim SW200H	WF	R	6.75	44.2	8⅛x3 1/16x 5/16	C
30	...642SW320	4R	7–9	***	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6–4⅝x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	55.6	8⅛x3 1/16x 5/16	C
31	...643SW420	4R	9–11	***	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6–4⅝x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	69.1	8⅛x3 1/16x⅝	C

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price — Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

***—List price not yet established. Ready next issue.

Tonnage Rating — Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

Gross Vehicle Weight — Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped — Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

(3) Corbitt — Larger engines and corresponding auxiliary units provided on all models at extra cost.

(4) Day Elder — Model 75 — 1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) Dodge—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60 at ***.

(5a) Dodge—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.

(6) General Motors — Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-43, T-43T, T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction. Optional size engines available on Models T-85, T-85H, T-95, T-110, and T-130 at varying cost.

Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.

Gross weight indicated for each model in the table is the straight rating.

Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.

(7) Grass Premier — Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.

(8) International Harvester—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

(9) Le Moon — Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.

(10) Sterling — Rocker arm used in place of springs.

(*) Sterling — These models also available equipped with Cummins Model H Diesel engine.

†Reo—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimensions of both is 7x2¾x5/16. They are furnished at extra cost.

††Reo—2J,2K same as 2H except 166 in. wheelbase and price of $1695.

††Reo—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.

(11) Studebaker—S-2 in 141 in. and 165 in. wheelbases has 6 13/16 in. frame depth.

(12) White — Each model shown is furnished with different specifications for different tonnage ratings.

*—Factory governed speed 2400 r.p.m.

(13) Marmon - Herrington — Available with Hercules Diesel engine. Price on application.

(14) Ford—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.

MAKES—ALL

A LaF—American La France.
BL—Brown-Lipe.
Bu or Bud—Buda.
Cl or Cla—Clark.
Co—Covert (transmission).
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel.
Eat—Eaton.
Fu—Fuller.
HaS—American Car & Fdry.
Her—Hercules.
Lyc—Lycoming.
MM—Mechanics Mach.
No—Not supplied.
O or Ow—Own.
Op or Opt—Optional.
Ste or St—Sterling.
T or Tim—Timken.
WG—Warner Gear.
Wau—Waukesha.
W or Wis—Wisconsin.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner
D—Drop Center
Tf—Tapered front
X—x-Braced

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
°—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

AMERICAN AGRICULTURAL TRACTORS

MAKE AND MODEL	GENERAL: Price $	Plow Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Weight Complete (Lbs.)	Wheelbase (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Belt and Drawbar Rating (H.P.)	Steering Type	ENGINE: Make	No. of Cylinders Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Carburetor Make	Fuel Recommended	Air Cleaner Make	Oiling System Type	Cooling System Type	CLUTCH: Type and Make	DRIVE: Drive Type to Traction Members	Final Drive	Non-Drive Wheels	Wheel or Track	Diameter and Face of Traction Members (Ins.)	No. Forw'd Speeds	BELT PULLEY: Diameter (Ins.)	Face (Ins.)	Belt Clutch Type
Allis-Chalmers....U	995	3	3.33	4125	76½	14½	9	H..	....	F.A.K...	W...	4-4⅜x5	V..	I...	1200	Eis...	Zen.	Gas..	Vor.	DS..	Pu.	SP-Rock..	SG...	Axle.	2	Wh.	42x11½	4	10	7½	....
Allis-Chalmers..E	1095	4	3.25	6000	90½	....	13	H..	40-25	F.A.K...	Own.	4-5x6½	V..	I..	930	Eis...	Zen.	Gas..	Vor.	DS..	Pu.	ES-Own .	SG...	Spks.	2	Wh.	50x12¼	2	13	8½	....
Allis-Chalmers..UC	1095	3	3.33	4915	87⅛	7⅝	28	H..	.	T.D.M...	W.	4-4⅜x5	V..	I..	1200	Eis..	Zen.	Gas..	Vor.	DS..	Pu.	SP-Rock..	SG...	Axle.	2	Wh.	42x 2⅛	3	10	7½	JC.
Allis-Chalmers....K	....	....	....	11400	67	16	12¼	H..	49-35	T.D.M...	Own.	4-5x6½	V..	I..	1050	Eis...	Zen.	Gas..	Vor.	DS..	Pu.	SP-Own..	SG...	Hub..	..	Tr...	.....	1	12	8¾	Spl.
Allis-Chalmers...L	....	....	....	21600	85 7/16	17	14½	H..	80-60	T.D.M...	Own.	6-5¼x6½	V..	I..	1050	Eis. °	Zen.	Gas..	Vor.	DS..	Pu.	DP-Own..	SG...	Hub..	..	Tr..	.....	2	20	15	Spl.
Allis-Chalmers...M	....	....	....	6200	56⅝	10½	11	H.	32-22	T.D.M...	Own.	4-4⅜x5	V..	I..	1200	Eis...	Zen.	Gas..	Vor.	DS..	Pu.	SP-Rock..	SG...	Hub..	..	Tr..	.....	1	12	8¾	Spl.
*Bates St. M....G	....	3	2.33	5300	75	7½	12	H..	40-25	F.A.K...	LeR.	4-4½x6	V..	I..	1000	Bos..	Kin.	Gas..	Vor.	DS..	Pu.	SP-TDi..	SG...	Hub.	2	Tr..	58x12	1	12	8¾	N...
*Bates St. M...6-35	....	6	2.75	10750	70	6	12	H..	52-43	.....	W.	6-4¼x4¾	V.	L..	1500	Bos..	Sch.	Gas..	Vor.	DS..	Pu.	SP-TDi..	SG...	Hub.	0	Tr..	70x12		12	9	....
*Bates St. M. 6-50	....	8	2.75	14000	82	7	14	H..	66-54	.....	W.	6-4⅝x5⅛	V.	L..	1500	Bos..	Sch.	Gas..	Vor.	DS..	Pu.	DP-TDi..	SG...	Hub.	0	Tr..	82x14		12	9	....
*Bates St. M. 4-80	....	12	2.50	23000	104	9	17	H..	90-80	.....	W.	4-6¾x7	V.	L..	1000	Bos..	Str..	Gas..	Vor.	DS..	Pu.	DP-TDi..	SG...	Hub.	0	Tr..	104x18		16	10½	....
Beeman....Light 4	595	....	2.00	2000	75½	....	23½	H..	19- 8	F.A.K...	Her..	4-3½x4	V..	.	1250	Wic..	Kin.	Gas..	Don	DS..	Pu.	SP-.....	IG..	Hub.	2	Wh.	36x4½	2	10	6¼	....
Beeman....Hy-Wh	395	....	2.00	700	....	6	16½	V..	4-2½	.....	Own.	1-3½x4½	V..	I..	1000	Wic..	Kin.	Gas..	Don	Ncs.	Th	DP-Own..	SG...	Axle..	..	....	34x4		4	4	....
Beeman....Junior	195	....	2.00	375	....	....	14	H..	1½-1½	.....	B&S.	1-2½x2½	V..	I..	1000	..	Zen.	Gas..	Don	Ncs.	Air	SP-Own..	SG...	Axle..	..	Wh.	30x3		3	3	....
Beeman.....MS	275	....	2.00	540	....	....	8	H.	4- 2	.....	Own.	1-3½x4½	V..	I..	1500	Wic..	Kin.	Gas..	Don	Ncs.	Th	DP-Own..	IG.	Axle..	..	Wh.	..		4	4	....
Case.....C	....	2	2.33	3450	66	20	....	H..	N.R..	F.A.K...	Own.	4-3⅞x5½	V..	I..	1100	....	....	Gas..	Own	DS..	Pu.	SP-TDi..	Cha..	Axle.	2	Wh.	42x12	1	10¼	6½	....
Case.....CC	....	2-3	2.63	3618	89	Piv.	....	H.	N.R.	F.A.K...	Own.	4-3⅞x5½	V..	I..	1100	....	....	Gas..	Own	DS..	Pu.	SP-TDi...	Cha..	Axle.	1	Wh.	42x8	1	10¼	6½	....
Case.....L	....	3-5	2.50	4815	79	26	....	H.	N.R.	F.A.K...	Own.	4-4⅝x6	V..	I..	1100	....	....	Gas..	Own	DS..	Pu.	SP-TDi..	Cha..	Axle.	2	Wh.	48x12	1	13	8½	....
Caterpillar...Die. 75	6500	12	2.70	31557	....	9.39	10½	H..	N.R..	T.D.M...	Own.	6-5¾x8	V..	I..	820	N...	N...	Oil...	Vor.	DS..	Pu.	SP-Own..	SG...	Hub..	..	Tr..	.....	6	15	11	Sl.G
Caterpillar.....70	4750	12	2.70	29540	....	9.39	10½	H..	N.R..	T.D.M...	Own.	4-7x8½	V..	I..	700	Eis...	Ens.	Gas..	Vor.	DS..	Pu.	SP-Own..	SG...	Hub..	..	Tr..	.....	6	15	11	Sl.G
Caterpillar...Die. 50	4500	8-10	2.40	19425	....	7.56	11¼	H..	N.R..	T.D.M...	Own.	4-5¼x8	V..	I..	850	N...	N...	Oil...	Vor.	DS..	Pu.	SP-Own..	SG...	Hub..	..	Tr..	.....	4	13⅝	10	Sl.G
Caterpillar.....50	3400	8	2.40	17657	....	7.56	11¼	H..	N.R..	T.D.M...	Own.	4-5¼x8	V..	I..	850	Eis..	Ens.	Gas..	Vor.	DS..	Pu.	SP-Own..	SG...	Hub..	..	Tr..	.....	4	13⅝	10	Sl.G
Caterpillar...Die. 35	3150	5-6	2.50	13900	....	6.70	9¾	H..	N.R..	T.D.M...	Own.	3-5¼x8	V..	I..	850	N...	N...	Oil...	Vor.	DS..	Pu.	SP-Own..	....	Hub..	..	Tr..	.....	4	12	8½	Sl.G
Caterpillar.....35	2400	5-6	2.50	12482	....	7.20	9¾	H..	N.R	T.D.M...	Own.	4-4⅞x6½	V..	I..	850	Eis..	Ens.	Gas..	Vor.	DS..	Pu.	SP-Own..	SG...	Hub..	..	Tr..	.....	4	12	8½	Sl.G
Caterpillar.....25	1650	4-5	2.60	7707	....	5.70	10	H.	N.R..	T.D.M...	Own.	4-4x5½	V..	I..	1100	Eis...	Ens.	Gas..	Vor.	DS..	Pu.	SP-Own..	SG...	Hub	..	Tr..	.....	3	11⅞	6½	Sl.G
Caterpillar.....20	1250	3-4	2.60	5933	....	5.10	9	H.	N.R..	T.D.M...	Own.	4-3¾x5	V..	L..	1250	Eis..	Ens.	Gas..	Vor.	DS..	Pu.	SP-Own..	SG...	Axle.	..	Tr..	.....	3	10½	6½	Sl.G
Cletrac.....20	1445	3-4	2.75	6000	....	13	13½	H.	27-23	T.D.M...	Her..	4-4x4½	V..	L..	1250	Bos..	Til..	Gas..	Vor.	DS..	Pu.	DP-Long.	SG...	Axle.	12	Tr..	.....	1	10½	6½	DP.
Cletrac.....25	1875	4-5	2.75	7000	....	14	13½	H.	33-27	T.D.M...	Her..	6-3¾x4¼	V..	L..	1250	D-R°	Til..	Gas..	Vor.	DS..	Pu.	DP-Long.	SG...	Axle.	12	Tr..	.....	1	12	6½	DP.
Cletrac.....35	2475	5-7	3.00	10500	....	16	15½	H.	46-41	T.D.M...	Her..	6-4¼x4½	V..	L..	1450	D-R°	Til..	Gas..	Vor.	DS..	Pu.	DP-Long.	SG...	Axle.	14	Tr..	.....	1	13	8½	DP.
Cletrac.....55	3600	6-8	3.00	12000	....	21	8	H.	63-55	T.D.M...	Wis.	6-4½x5	V..	I..	1575	D-R°	Sch.	Gas..	Vor	DS..	Pu.	SP-B&B..	SG...	Axle.	18	Tr..	.....	1	15	13	SP..
Cletrac.....80	4650	12	2.50	22700	....	14	16	H.	90-83	T.D.M...	Her..	6-5¾x6	V..	L..	1120	Bos..	Til..	Gas..	Vor.	DS..	Pu.	DP-Long.	SG...	Axle.	16	Tr..	.....	1	24	15	DP.
Eagle.....6A	1000	3-4	3.33	4700	80	15	12	U..	37-22	F.A.K...	W..	6-4x4¾	V..	L..	1416	Spl...	Zen.	Gas..	Vor.	DS..	Pu.	DP-TDi..	SG...	Axle.	2	Wh.	48x12	3	16	8	....
Eagle.....E20-35	750	3-4	3.00	7500	84	14	14	H.	35-20	F.A.K...	Own.	2-8x9	H.	I..	425	Spl..	Sch.	Ker..	Own	MO.	Pu.	—Own...	SG...	Rim..	2	Wh.	48x14	2	24	10	....
Eagle.....H20-40	1400	3-4	3.00	7840	87	16	14	H.	40-20	F.A.K...	Own.	2-8x10	H.	I..	425	Spl..	Sch.	Ker..	Own b	MO.	Pu.	—Own...	SG...	Rim..	2	Wh.	52x18	2	24	10	....
Fordson.....	....	3	3.13	3000	63	21½	9	H.	20-11	F.A.K...	Own.	4-4½x5	V..	L..	1100	Bos..	Zen	G-K.	Han	DS..	TI.	MO-Ford.	Wo	Axle.	2	Wh.	42x12	3	9½	6½	JC..
Huber.. Mod. Far.	....	2-3	3.50	3700	79	12	20½	U..	....	F.A.K...	W.	4-4x5	V..	L..	1200	Bos..	Zen.	Gas..	Pom	DS..	Pu.	SP-TDi..	SG...	Axle.	2	Wh.	42x10	1	14	6⅝	....
Huber.....40-60	....	4-5	3.00	9800	95	14	11	U..	62-40	F.A.K...	Stea.	4-5½x6½	V..	I..	1100	Eis...	Zen.	Gas..	Pom	DS..	Pu.	MD-TDi.	SG...	Axle.	2	Wh.	56x20	1	15	9⅝	....
Huber.....32-45	....	3-5	3.00	9300	95	14	11	U..	45-32	F.A.K...	Stea.	4-5½x6½	V..	I.	1100	Bos..	Zen.	Gas..	Pom	DS..	Pu.	MD-TDi.	SG...	Axle.	2	Wh.	56x18	1	15	9⅝	....
Huber.....20-36	....	3-4	3.10	5500	81½	15	12	U..	36-20	F.A.K...	W.	4-4¾x6¼	V..	I..	1150	Bos..	Zen.	Gas..	Pom	DS..	Pu.	SP-TDi...	SG...	Axle.	2	Wh.	50x12	1	17	8½	....
John Deere.....D	....	3-4	2.50	4822	69½	27	10	U..	....	F.A.K...	Own.	2-6¾x7	H.	I..	900	Spl..	Sch.	D-K.	Don	DS..	Th	MD-Own.	Cha..	Axle.	2	Wh.	46x12	1	13¼	8½	MD
John Deere.....GP	....	2	2.25	3800	70½	16	22	U..	....	F.A.K...	Own.	2-6x6	H.	L..	950	Own.	Sch.	D-K.	Don	DS..	Th	MD-Own.	Cha..	Axle.	2	Wh.	42¾x10	1	13	6½	MD
John Deere....W1	....	2	2.25	4175	78 5/16	16	22	U..	....	S.A....	Own.	2-6x6	H.	L..	950	Own.	Sch.	D-K.	Don	DS..	Th	MD-Own.	Cha..	Axle.	2	Wh.	44x10	1	13	6½	MD
John Deere...Orch.	....	2	2.25	4250	74¼	16	15½	U..	....	F.A.K...	Own.	2-6x6	H.	L..	950	Own.	Sch.	D-K.	Don	DS..	Th	MD-Own.	Cha..	Axle.	2	Wh.	42¾x10	1	13	6½	MD
La Crosse.....H	....	3	3.50	4000	90	15½	14	H..	24-12	F.A.K...	Own.	2-6x6	H.	L..	850	....	Kin.	....	Ben.	MO.	Pu.	FD-Own..	SI..	Rim..	2	Wh.	....	1	10½	8	....
Lauson.....S-20-35	....	3-4	3.50	5520	84	15	16	U..	35-20	F.A.K...	LeR..	4-4¾x6	V..	I..	1200	Eis..	Til..	Gas..	Pom	DS..	Pu.	ES-Own..	SG...	Hub.	2	Wh.	48x12	1	16	8	ES..
Lauson...6S-22-35	....	3-4	3.50	....	....	15	16	U..	35-22	F.A.K...	Wis.	6-3⅞x5	V..	I..	1200	Bos..	Til..	Gas..	Pom	DS..	Pu.	ES-Own..	SG...	Hub.	2	Wh.	48x12	1	16	8	ES..
Lauson...6T-25-45	....	5	3.25	9060	110	17	11	H.	45-25	F.A.K...	LeR..	6-4½x6	V..	I..	1040	Eis...	Til..	Gas..	Pom	DS..	Pu.	MD-TDi.	SG...	Hub.	2	Wh.	54x16	1	17½	8	MD
Mass.-Harr. 12-20	875	2	3.33	3544	78	23	....	H.	20-12	F.A.K...	Own.	4-3⅞x5¼	V..	I..	1000	Bos..	Kin	GKD	Own	DS..	Pu.	SP-TDi...	SG...	Axle.	2	Wh.	44x10	..	17	6 5/16	SP..
Mass.-Harr.....3-4	1225	3-4	3.25	4916	84	26	....	H.	.	F.A.K...	Own.	4-4⅜x5¾	V..	I..	1200	Bos..	Kin.	GKD	Own	DS..	Pu.	SP-TDi...	SG...	Axle.	2	Wh.	48x12	..	19	7⅛	SP..
Mass.-Harr.....GP	995	2	3.20	3861	52½	10	....	H.	22-15	F.A.K...	Her..	4-4x4½	V..	L..	1200	Bos..	Zen.	Gas..	Own	DS..	Pu.	SP-TDi..	SG...	Hub.	N	Wh.	38x8	..	12⅛	6½	JC..
McC-Deer..Diesel	....	5-8	Var.	11000	70	7	11¾	H..	50-44	T.D.M..	Own.	4-4¾x6½	V..	I..	1100	Own.	Own	Oil...	Own	DS..	Pu.	SP-Own..	SG...	Axle.	..	Tr..	.....	1	16¾	9	SP..
McC-Deer.....F-12	....	...	3.00	2600	76	14	24	U..	15-10	S.A.....	Own.	4-3x4	V..	I..	1400	Own.	Own	Gas..	Own	DS..	Th	SP-Rock..	SG...	Axle.	2	Wh.	54x6	1	12⅝	6¼	SP..
McC-Deer.....N-30	....	3	3.20	4700	72½	27	9½	U..	31-20	F.A.K...	Own.	4-4¼x5	V..	I..	1150	Own.	Own	Ker..	Own	CS..	Pu.	SP-Own..	SG...	Axle.	2	Wh.	42x12	1	15¼	7	SP..
McC-Deer.....O-12	....	....	....	3200	60	18	10	U..	15-10	F.A.K...	Own.	4-3x4	V..	I..	1400	Own.	Own	Gas..	Own	DS..	Th	SP-Rock..	SG...	Axle.	2	Wh.	9/24T				
McC-Deer.....W-12	....	....	3.25	2900	60	19	11⅝	U..	15-10	F.A.K...	Own.	4-3x4	V..	I..	1400	Own.	Own	Gas..	Own	DS..	Th	SP-Rock..	SG...	Axle.	2	Wh.	42x8				
McC-Deer....10-20	....	2	3.00	4265	78	30	10¼	U..	20-10	F.A.K...	Own.	4-4¼x5	V..	I..	1000	Own.	Own	Ker..	Own	CS..	Th	SP-Own..	SG...	Axle.	2	Wh.	42x12	1	15¼	7	SP..
McC-Deer....15-30	....	3	3.20	6540	85	33	10½	U..	36-22	F.A.K...	Own.	4-4¾x6	V..	I..	1050	Own.	Own	Ker..	Own	CS..	Pu.	SP-Own..	SG...	Axle.	2	Wh.	50x12	1	16¾	9	SP..
McC-Deer..Farmall	....	2	3.00	3650	85	16	29	H°	....	S.A.....	Own.	4-3⅜x5	V..	I..	1200	Own.	Own	Ker..	Own	CS..	Th	SP-Own..	SGB.	Axle.	2	Wh.	40x6	3	14	6½	SP..
McC-Deer.....F-30	....	3	Var.	5300	94	17½	31⅝	V.°	....	S.A.....	Own.	4-4¼x5	V..	I..	1150	Own.	Zen.	G-K.	Own	CS..	Pu.	SP-Own..	SGB.	Axle.	2	Wh.	42x12	4	14⅝	7½	SP..
McC-Deer.....T-20	....	....	....	....	†52½	12	7 11/16	H..	....	T.D.M...	Own.	4-3¾x5	V..	I..	1250	Own.	Zen.	....	Own	CS..	Pu.	SP-Own..	SGB.	Spr..	..	Tr..	.....	1	15¼	7	SP..
McC-Deer....TA-40	....	....	....	....	†70	14	11¾	V.°	....	T.D.M...	Own.	6-3⅝x4½	V..	I..	1600	Bos..	Zen.	....	Own	DS..	Pu.	SP-Own..	SGB.	Spr..	..	Tr..	.....	1	16¾	9	SP..
Oliver...Row Crop	....	2-3	3.20	4400	93¾	16	13¼	U..	27-18	S.A.....	Own.	4-4⅛x5¼	V..	I..	1150	Bos..	Ens.	G-K.	Don	DS..	Pu	SP-B&B..	SG...	Axle.	2	Wh.	59½x3/16	1	14½	7¼	JC..
Oliver.....18-28	....	2-3	3.20	4015	72½	25	9¾	U..	28-18	F.A.K...	Own.	4-4⅛x5¼	V..	I..	1190	Bos..	Ens.	G-K.	Don	DS..	Pu.	SP-B&B..	SG...	Axle.	2	Wh.	44x10	1	14½	7¼	JC..
Oliver.....28-44	....	3-5	3.30	5565	80	28	10¼	U..	44-28	F.A.K...	Own.	4-4¾x6¼	V..	I..	1125	Bos..	Ens.	G-K.	Don	DS..	Pu.	SP-B&B..	SG...	Axle.	2	Wh.	46x12	1	16¾	8¼	Sl.G
Rock Island...H-3	....	2-3	2.75	4000	....	....	....	U..	25-15	F.A.K...	W.	4-4¼x5¾	....	L..	1100	Spl...	Str..	Gas..	Pom	DS..	Pu.	SP-TDi..	SG...	Axle.	2	Wh.	46x10	1	16	6½	N...
Rock Island....G-2	....	2-3	2.85	4400	72	9	15	U..	25-15	F.A.K...	W.	4-4¼x5¾	....	L..	1100	Spl...	Str..	Gas..	Pom	DS..	Pu.	SP-TDi...	SG...	Axle.	2	Wh.	46x10	1	16	6½	N...
Rock Island....FA	....	3-4	2.50	4000	76	10	15	U..	35-18	F.A.K.	Bud.	4-4½x6	....	L..	1100	Spl...	Str..	Gas..	Pom	DS..	Pu.	SP-TDi...	SG...	Axle.	2	Wh.	48x12	1	18	7½	N...
Twin City.....K1	....	2-3	3.13	4300	73¼	16	21	U..	20-11	F.A.K...	Own.	4-4¼x5	V..	I..	1000	Bos..	Str..	GKD	Don	DS..	Pu.	SP-TDi..	SGB.	Axle.	2	Wh.	42x10	1	14	7	N...
Twin City.....M1	....	2-3	3.13	4700	90½	8½	27¼	U..	N.R..	S.A.....	Own.	4-4¼x5	V..	I..	1000	Bos..	Sch.	GKD	Don	DS..	Pu.	SP-TDi..	SGB.	Axle.	2	Wh.	42x10	1	14	7	N...
Twin City.....T1	....	3	3.00	5350	84	28	9⅛	H..	28-17	F.A.K...	Own.	4-4¼x6	V..	I..	1075	Bos..	Sch.	GKD	Don	DS..	Pu.	SP-TDi	SGB.	Axle.	2	Wh.	50x12	1	16	7½	N...
Twin City.....F1	....	3-4	3.17	5880	84	28	9¼	H.	32-21	F.A.K...	Own.	4-4½x6	V..	I..	1075	Bos..	Str..	GKD	Don	DS..	Pu.	SP-TDi...	SGB.	Axle.	2	Wh.	50x12	1	16	7½	N...
Twin City.....A1	....	5-6	2.90	9200	97	30	13½	H.	44-27	F.A.K...	Own.	4-5½x6¾	V..	I..	900	Bos..	Sch.	GKD	Don	DS..	Pu.	SP-TDi..	SGB.	Axle.	2	Wh.	60x20	2	21	8½	N...
Wetmore....12-20	685	2	3.25	3000	....	15	12½	No	0-12	F.A.K...	.	4-3¾x5	V..	I..	1100	Spl..	Sch.	G-K.	Uni.	DS.	Pu.	MD-Ful..	IG.	Hub.	2	Wh.	10	1	12	7½	MD
Yuba.....	3500	8	2.08	9980	109	18½	11⅝	U..	25-40	S.A....	Own.	4-5¼x7	V..	I..	800	Bos..	Str..	Dis.	Pom	CS..	Pu.	MD-Lem.	SG...	Axle.	1	Tr..	17½	2	14	8½	....

ABBREVIATIONS:
°—Others Used also
†—Track Length
*—Bates Steel Mule
a—Average
b—Wet Air Washer
A-K—Atwater Kent
AM—Air Maze
Bos—Bosch
B&B—Borg & Beck
Ben—Bennett
B&S—Briggs and Stratton
Bud—Buda
Cha—Chain
Co—Cone
Cont—Continental
VS—Circulating Splash

D-E—Delco or Eisemann
Dis—Distillate
Don—Donaldson
DP—Double Plate
D-R—Delco Remy
DS—Drilled Shaft
Eis—Eisemann
Ens—Ensign
ES—Expanding Shoe
F—F-Head Engine
F.A.F.—Front Axle Fork
F.A.K.—Front Axle Knuckle
FD—Fixing Drum
Ful—Fuller
G-K—Gasoline or Kerosene
GKD—Gasoline, Kerosene or Distillate

Gas—Gasoline
H—Horizontal
Han—Handy
H.B.—Handle Bars
HC—Hollow Crankshaft
Her—Hercules
I—In Head
IG—Internal Gear
JC—Jaw Clutch
Ker—Kerosene
Kin—Kingston
L—"L" Head
Lem—Lemlay
LeR—Le Roi
McC-Deer—McCormick-Deering

MD—Mutiple Dry Disc
MO—Multiple Disc in Oil (Clutch)
MO—Multi-Feed Mechanical Oiler
MS—Multiservice
N or Non—None
No—Non-adjustable
Ncs—Non-Circulating Splash
N.R—Not Rated.
Opt—Optional
Piv—Pivot on Rear Wheels
Pom—Pomona
Pu—Pump
Rock—Rockford
RBos—Robert Bosch

S.A.—Swinging Axle
Sch—Schebler
SG—Spur Gear
SGB—Spur and Bevel Gear
Sim—Simplex
SI—Spur Internal Gear
Sl.G—Sliding Gear
SP—Single Plate
Spks—Spokes
Spl—Splines (Belt Clutch)
Spl—Splitdorf
Spr—Thru Sprockets
Stea—Stearns
Str—Stromberg
T—Tires
TDi—Twin Disc

T.D.M.—Thru Driv'g Members
Th—Thermo-Siphon
TI—Thermo with Impeller
Til—Tillotson
Tr—Tracks
U—Universally
Uni—United
V—Vertical
Var—Varies
Vor—Vortox
W—Waukesha
Wh—Wheel
Wic—Wico
Wisc—Wisconsin
Wo—Worm
Zen—Zenith

AMERICAN GASOLINE

Make and Model	General: Passenger Rating	Price—Chassis $	Standard Wheelbase (Ins.)	Tread—Front and Rear (Ins.)	Chassis Weight (Lbs.)	Tires Type and Sizes: Front (Ins.)	Tires Type and Sizes: Rear (Ins.)	Engine: Make and Mode	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horsepower (N.A.C.C.)	Maximum Brake H. P. at Specified R.P.M.	Valve Arrangement	Oiling System: Type	Oiling System: Oil Pressure to—	Fuel System: Carburetor Make and Type	Fuel System: Carburetor Size (Ins.)	Fuel System: Feed	Ignition System: Make	Ignition System: Current Source	Generator and Starter Make	Battery: Make	Battery: Voltage and Amp. Hrs. Capacity	Governor: Type	Maximum Governed Speed (M.P.H.)	Integral with Engine
A.C.F. H12	32	....	188	79–70	....	B9.00/20	B9.00/20d	HaS 166-3	6-4¼x5½	43.3	110-2200	I.	..	abcef.	Zen-Do.	1¾	P.	D-R.	B.	D-R.	Opt.	12-134	Su.	55	No.
A C F H9	40	....	235	81–74	....	B9.75/22	B9.75/22d	HaS 180	6-5x6	60.0	180-2200	I.	..	abcef.	Zen-Up.	2	P.	D-R.	B.	D-R.	Opt.	12-134	Su.	52	No.
A C F 216	25-29	....	217	69–69⅝	7400	B9.00/20	B9.00/20d	HaS 147	6-4x5	38.4	95-2200	I.	..	abcef.	Zen-Up.	1½	V.	D-R.	B.	D-R.	Opt.	12-108	Su.	55	No.
A.C.F. P85	21	....	186	65–69⅝	6100	B8.25/20	B8.25/20d	HaS 147	6-4x5	38.4	95-2200	I.	..	abcef.	Zen-Up.	1½	V.	D-R.	B.	D-R.	Opt.	12-108	Su	55	No.
A.C.F. 175	33-37	....	240	79⅜-74	11700	B10.50/22	B10 50/22d	HaS 175-1	6-5x6	60.0	175-2200	I.	..	abcef.	Zen-Up.	2	P.	D-R.	B.	D-R.	Opt.	12-187	Su.	65	No.
A.C.F. H13	30	....	158	81–70	....	B9.75/20	B9.00/20d	HaS 130	6-4¼x5	43.3	120-2600	I.	..	abcef.	Zen-Up.	1¾	P.	D-R.	B.	D-R.	Opt.	12-134	Su.	50	No.
Brockway 90B	17	1525	149	62–64¼	4200	B7.00/20	B7.00/20d	Cont. 28B	6-3⅜x4⅝	27.3	80-2800	L.	..	bce.	Zen-Up.	1¼	P.	A-L.	B.	A-L.	Exi	6-133	Su.	40	No.
Brockway 120B	21	2750	188	62–64¼	5800	B7.50/20	B7.50/20d	Cont. 30B	6-4x4⅛	38.4	73-2400	I.	..	abce.	Zen.	1½	P.	A-L.	.	A-L.	Exi	12-133	Su.	35	No.
Brockway 140B	25	3050	188	62–66	6385	B8.25/20	B8.25/20d	Cont. 30B	6-4x4⅛	38.4	73-2400	I.	..	abce.	Zen.	1½	P.	A-L.	B.	A-L.	Exi	12-133	Su.	35	No.
Brockway 141B	25	3400	188	66–69½	..	B9.00/20	B9.00/20d	Cont. 30B	6-4x4⅛	38.4	73-2400	I.	..	abce.	Zen.	1½	P.	A-L.	B.	A-L.	Exi	12-133	Su.	35	No.
Brockway 170B	29	3700	188	66–69½	7700	B9.00/20	B9.00/20d	Cont. 33B	6-4⅛x4¾	40.8	106-2600	I.	..	abce.	Zen-Up.	1¾	P.	A-L.	B.	A-L.	Exi	12-133	Su.	35	No.
Day-Elder 30	30	5900	234	68⅝–70	8600	B9.00/20	P9.00/20d	Herc. RXC	6-4⅝x5¼	51.3	114-2200	L.	..	ab.	Zen-Do.	..	P.	D-R.	B.	D-R.	Exi	12-140	..	40	No.
Fageol 135B	18-21	2200	195	62½–64¼	5400	B7.50/20	B7.50/20d	Wauk. 6-90	6-3⅜x4¾	27.3	90-3200	F.	..	abcde	Zen-Up.	1½	P.	Mal.	B.	D-R.	Exi	6-110	Ce.	2800	Y.
Fageol 255	18-21	3000	196	65⅝–67⅞	5900	B8.25/20	B8.25/20d	Wauk. 6-110	6-4x4¾	38.4	110-2800	F.	..	abcde	Zen-Do.	1¾	P.	Mal.	B.	D-R.	Exi	6-158	Ce.	2500	Y.
Fageol 255C	21-29	5100	196	70½–74	6250	B9.00/20	B9.00/20d	Wauk. 6-125	6-4⅜x5⅛	46.0	125-2600	F.	..	abcde	Zen-Do.	1¾	P.	Mal.	B.	D-R.	Exi	12-120	Ce.	2300	Y.
Fageol 80	29-33	6600	233	74–74¼	8750	B9.75/20	B9.75/20d	Wauk. 6RB	6-5x5¾	60.0	125-1800	L.	..	abce.	Zen-Up.	2	P.	D-R.	B.	D-R.	Exi	12-158	..	..	..
Fargo 80	21	....	165	64¼–66¾	..	B7.50/20	B7.50/20d	Own. Z	6-3⅝x5	31.5	96-3000	I.	..	abc.	Det-Up.	1¾	P.	D-R.	B.	N-D.	Wil.	12-120	Su.	44.6	Y.
Fargo 81	....	....	165	64¼–66¾	..	B7.00/20	B7.00/20d	Own. Z	6-3⅝x5	31.5	96-3000	I.	..	abc.	Det-Up.	1¾	P.	D-R.	B.	N-D.	Wil.	12-120	Su.	43.4	Y.
Fargo 90	21	....	172	72⅛–72⅞	..	B8.25/20	B8.25/20d	Own. CG	6-3½x5	39.2	115-3000	I.	..	abc.	Str-Up.	1¾	P.	D-R.	B.	D-R.	Wil.	12-160	Su.	47.4	Y.
Fargo 91	....	....	172	72⅛–72⅞	..	B7.50/20	B7.50/20d	Own. CG	6-3½x5	39.2	115-3000	I.	..	abc.	Str-Do.	1¾	P.	D-R.	B.	D-R.	Wil.	12-160	Su.	57.0	Y.
Fargo 94	29	....	238	72⅛–72⅞	..	B8.25/20	B8.25/20d	Own. CG	6-3½x5	39.2	115-3000	I.	..	abc.	Str-Do.	1¾	P.	D-R.	B.	D-R.	Wil.	12-144	Su.	58.7	Y.
Fargo 95	29	....	238	72⅛–72⅞	..	B9.00/20	B9.00/20d	Own. CG	6-3½x5	39.2	115-3000	I.	..	abc.	Str-Do.	1¾	P.	D-R.	B.	D-R.	Wil.	12-60	Su.	49.3	Y.
Gramm 175	21	....	190	66–69½	6750	B7.50/20	B7.50/20	Cont. 20R	6-4⅛x4¾	40.8	.....	I.	..	abcd.	Zen.	..	P.	L-N.	B.	L-N.	USL.	12-	Su.	51.0	..
Gramm 178	25	....	190°	66–69½	7000	B8.25/20	B8.25/20	Cont. 21R	6-4⅝x4¾	45.9	.....	I.	..	abcd.	Zen.	..	P.	L-N.	B.	L-N.	USL.	12-	Su.	..	..
Gramm 131	35	....	236°	71½–71½	9600	B9.00/20	B9.00/20	Cont. 16H	6-4¾x5¾	54.0	.....	L.	..	abcd.	Zen.	..	P.	L-N.	B.	L-N.	USL.	12-	Ce.	50.0	..
Guilder CB25	18-21	2750	178	64–64½	5200	B7.50/20	B7.50/20d	Herc. JXC	6-3¾x4¼	33.7	73-3000	L.	CS.	abc.	Zen-Do.	1¼	P.	D-R.	B.	D-R.	Wil.	6-160	Su.	50.0	No.
Guilder EB26	21	3450	188	67⅛–67⅞	5750	B8.25/20	B8.25/20d	Herc. WXC2	6-4⅛x4½	40.3	78-2400	L.	CS	abc.	Zen-Up.	1½	P.	D-R.	B.	L-N.	Wil.	12-120	Su.	50.0	No.
Guilder GB35	25-29	4450	220	71¾–69⅛	6775	B8.25/20	B8.25/20d	Cont. E603	6-4¼x4½	43.3	95-2500	L.	CS	abcd.	Zen-Up.	1¾	P.	D-R.	B.	L-N.	Wil.	12-140	Su.	50.0	No.
Guilder GB45	29	5750	220	71¾–69⅞	7450	B8.25/22	B8.25/22d	Wauk. SRK	6-4⅝x5⅛	51.3	110-2200	L.	CS	abcd.	Zen.	1¾	P.	D-R.	B.	L-N.	Wil.	12-160	Ce.	50.0	Y.
Indiana 12SB	....	1300	169	61–64¼	4700	B7.50/20	B7.50/20d	Herc. JXC	6-3¾x4¼	33.7	.....	L.	CS	ab.	Str-Do.	1¼	P.	A-L.	B.	D-R.	Exi.	6-103	Su.	43.3	No.
Indiana 14B	....	1600	180	61–67⅞	5100	B7.50/20	B7.50/20d	Herc. JXC	6-3¾x4¼	33.7	.....	L.	CS	ab.	Str-Do.	1¼	P.	A-L.	B.	D-R.	Exi.	12-118	Su.	41.0	No.
Mack CG	20-21	....	168½	69¼–62¼	..	B8.25/20	B8.25/20d	Own. BG	6-3⅝x5	31.6	92-2800	L.	..	abcd.	Str-Up.	1½	P.	RBos.	B.	N-E.	Exi.	12-118	Su.	42.7	No.
Mack AB	29-33	....	202°	71¾–66⅜	8300°	B9.00/20	B9.00/20d	Own. AB	4-4¼x5	28.9	63-2100	L.	CS	ab.	Str-Up.	1½	V.	RBos.	M.	N-E.	Exi	12-158	Ce.	40.2	Y.
Mack BC	29-33°	....	202°	71¼–66⅜	9200°	B9.00/20	B9.00/20d	Own. BC	6-4¼x5½	43.3	108-2400	L.	..	abcd.	Str-Up.	1¾	P.	RBos.	B.	N-E.	Exi.	12-158	Ce.	50.3	No.
Mack CL	29-30	....	157	81–75½	14900	B10.50/20	B8.25/22d	Own. CF	6-4¼x5½	43.3	108-2400	L.	..	abcd.	Str-Up.	1¾	P.	RBos.	B.	N-E.	Exi	12-158	Ce.	44.2	No.
Mack BK	33-40°	....	265	71°–68¾°	11200	B9.75/22	B9.75/22d	Own. BQ	6-4¾x5¾	54.1	128-2300	L.	..	abcd.	Str-Up.	1¼	P.	RBos.	B.	N-E.	Exi.	12-158	Ce.	51.8	No.
Mack BG	21°	....	183	66–64½	5850	B7.50/20	B7.50/20d	Own. BG	6-3⅝x5	31.6	92-2800	L.	..	abcd.	Str-Up.	1½	P.	RBos.	B.	N-E.	Exi	12-118	Su.	47.2	No.
Mack BT	42-44	....	196	82¾–74¾	..	B12.00/20	B9.00/20d	Own. BQ	6-4¾x5¾	54.1	128-2300	L.	..	abcd.	Str-Up.	1¼	P.	RBos.	B.	L-N.	Exi	12-237	Ce.	46.7	No.
Reo 2L	12	1065	166	59⅜–65⅛	3900	B6.50/20	B6.50/20d	Own. SS	6-3⅜x5	27.3	75-2800	L.	..	abc.	Str-Do	1½	Pu.	D-R.	B.	D-R.	Wil.	6-240	Su.	52.0	Y.
Reo 3L	21	2695	188	69⅜–70⅛	....	B8.25/20	B8.25/20d	Own. SS	6-3⅜x5	36.5	110-2800	L.	..	abcd.	Sch-Up.	1¼	P.	D-R.	B.	D-R.	Wil.	12-150	Su.	52.0	Y.
Twin Coach 40	....	....	194	78⅜	....	10.50/40	7.00/38d	Own. WXO	6-4⅛x4½	40.8	79-2400	L.	..	abcd.	Zen.	..	..	Del.	B.	Del.	Exi	12-134	..	..	..
Twin Coach 30	....	....	140	72½	....	9.00/18	7.50/20d	Own. WXO	6-4⅛x4½	40.8	83-2400	L.	..	abcd.	Zen.	..	..	Del.	B.	Del.	Exi	12-134	..	..	..
Twin Coach 20	....	....	140	72	....	9.00/18	9.00/18s	Own. WXO	6-4⅛x4½	40.8	83-2400	L.	..	abcd.	Zen.	..	..	Del.	B.	Del.	Exi	12-134	..	..	..
Twin Coach 15	....	....	132	58⅞	....	7.50/18	7.50/18s	Own. JCX	6-3¾x4¼	33.7	73-2800	L.	..	abcd.	Zen.	..	..	Del.	B.	Del.	Exi	6-	..	..	..
Twin Coach 30A	....	....	172	72½	....	9.00/18	8.25/20d	Own. WRX	6-4¼x4½	43.3	92-2400	L.	..	abcd.	Zen.	..	..	Del.	B.	Del.	Exi	12-134	..	..	..
Twin Coach 19	....	....	142	64⅜	....	9.00/15	9.00/20s	Own. JXCT	6-3¾x4½	33.7	79-2800	L.	..	abcd.	Zen.	..	..	Del.	B.	Del.	Exi	12-	..	..	..
Ward La France 29A	29	6500	219	73¾–69½	8175	B9 00/20	B9.00/20d	Wauk. SRL	6-4⅝x5⅛	46.0	105-2400	I.	..	abcde	Zen-Up.	1½	V.	D-R.	B.	L-N.	Wil.	12-209	..	2250	Y.
Ward La France 47B	47	8500	265	81⅜–74	12460	B9.75/22	B9.75/22	Wauk. RB	6-5x5¾	60.0	125-2400	L.	..	abcde	Zen-Up.	2	V.	L-N.	B.	L-N.	Wil.	12-209	Ce.	41	Y.
White 54	29	7500	240	.....	10400	B9.00/20	B9.00/20d	Own. 5A	6-4⅝x5¾	51.3	130-2300	I.	..	abcd.	Zen-Up.	2	P.	D-R.	B.	L-N.	Wil°.	12-152	Ce.	55.7	Y.
White 54A	38-41	8000	250	.....	10710	B9.75/20	B9.75/20d	Own. 5A	6-4⅝x5¾	51.3	130-2300	I.	..	abcd.	Zen-Up.	2	P.	D-R.	B.	L-N.	Wil°.	12-152	Ce.	51.5	Y.
White 613	16-21	2950	180	.....	5755	B7.50/20	B7.50/20d	Own. 4AD	6-3¾x4½	33.7	77-2400	L.	..	abcd.	Zen-Up.	1¼	V.	D-R.	B.	L-N.	Wil°.	6-133	Su.	42.8	Y.
White 65	21	4850	180	.....	7550	B8.25/20	B8.25/20d	Own. 7A	6-4⅜x5¼	42.1	105-2250	I.	..	abcd.	Zen-Up.	1¾	P.	D-R.	B.	L-N.	Wil°.	12-114	Ce.	52.7	Y.
White 65A	25-29	5450	212	.....	8945	B9.00/20	B9.00/20d	Own. 7A	6-4⅜x5¼	42.1	105-2250	I.	..	abcd.	Zen-Up.	1¾	P.	D-R.	B.	L-N.	Wil°.	12-113	Ce.	49.8	Y.
White 685	44	....	215	.....	....	B12.00/20	B9.00/24d	Own. 6A	12-4½x4¼	97.2	225-	L.	..	abcd.	Zen-Do.	1¾	P.	D-R.	B.	L-N.	Wil.	12-228	Ce.	46.2	Y.
Yellow Coach 663	....	....	185	69⅞–65½	....	B7.50/20	B7.50/20d	Cadillac. 353	8-3⅝x4⅜	36.4	96-3000	L.	..	abcd.	Zen-Spec	..	P.	D-R.	B.	D-R.	Exi	12-101	..	..	..
Yellow Coach 661	....	....	215	68⅜–65½	....	B8.25/20	B8.25/20d	Cadillac. 353	8-3⅝x4⅜	36.4	96-3000	L.	..	abcd.	Zen-Spec	..	P.	D-R.	B.	D-R.	Exi.	12-101	..	..	..
Yellow Coach 772	....	....	185	69⅞–65½	....	B7.50/20	B7.50/20d	Own. 331	6-3¾x5	33.7	98-2800	I.	..	abf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi.	12-101	..	..	..
Yellow Coach 771	....	....	215	68⅜–65½	....	B8.25/20	B8.25/20d	Own. 331	6-3¾x5	33.7	98-2800	I.	..	abf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi	12-101	..	..	..
Yellow Coach 773	....	....	185	69⅞–69½	....	B7.50/20	B7.50/20d	Own. 400	6-4⅛x5	40.9	113-2800	I.	..	abdf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi.	12-101	..	..	..
Yellow Coach 774	....	....	215	68⅜–69½	....	B8.25/20	B8.25/20d	Own. 400	6-4⅛x5	40.9	113-2800	I.	..	abdf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi	12-101	..	..	..
Yellow Coach 614	....	....	225	75⅞–74	....	B9.00/22	B9.00/22d	Own. 616	6-4⅞x5½	57.0	151-2300	I.	..	abdf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi.	12-101	..	..	..
Yellow Coach 670	....	....	250	80¼–71	....	B9.75/22	B9.75/22d	Own. 707	6-5x6	60.0	174-2300	I.	..	abdf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi	12-135	..	..	..
Yellow Coach 634	....	....	225	76⅝–69⅞	....	B9.00/22	B9.00/22d	Own. 525	6-4½x5½	48.6	130-2300	I.	..	abdf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi.	12-101	..	..	..
Yellow Coach 652	....	....	225	76⅝–69⅞	....	B9.00/22	B9.00/22d	Own. 468	6-4¼x5½	43.3	115-2300	I.	..	abdf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi	12-101	..	..	..
Yellow Coach 708	....	....	213	85⅝–72¼	....	B9.75/24	B9.75/24d	Own. 616	6-4⅞x5½	57.0	151-2300	I.	..	abdf.	Str-Spec.	..	P.	D-R.	B.	D-R.	Exi	12-135	..	..	..
Yellow Coach 701	....	....	213	85⅝–72¼	....	B9.75/24	B9.75/24d	Electric Trolley Coach																	
Yellow Coach 709	....	....	146½	68⅛–71¼	....	B7.50/20	B7.50/20s	Own. 257	6-3⅞x4⅝	28.3	80-2800	I.	..	abf.	Zen-Spec	..	P.	D-R.	B.	D-R.	Exi	12-101	..	..	..
Yellow Coach 712	....	....	165	68⅛–71¾	....	B8.25/20	B8.25/20s	Own. 257	6-3⅞x4⅝	28.3	80-2800	I.	..	abf.	Zen-Spec	..	P.	D-R.	B.	D-R.	Exi.	12-101	..	..	..
Yellow Coach 711	....	....	178⅝	80⅜–76	....	B8.25/22	B8.25/22d	Own. 400	6-4⅛x5	40.9	113-2800	I.	..	abdf.	Zen-Spec	..	P.	D-R.	B.	D-R.	Exi.	12-135	..	..	..

ABBREVIATIONS

°—Others furnished
a—Main Bearings
Air—Air Booster
A-L—Auto-Lite
Alm—Almetal
Am—Amidships
A-P—Air Pressure
b—Connecting Rod Bearings
B—Battery (Ignition)
B—Balloons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
Bos—Bosch
B-PS—Bevel Pinion and Sector
c—Camshaft Bearings
C&L—Cam and Lever
Cad—Cadillac
Ce—Centrifugal
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
CS—Circulating Splash
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disk Cast Steel
D-Ds—Disk Drive Shaft (Brakes)
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit Lubricator
Dir—Direct
Do—Downdraft
D-P—Disk Pressed Steel
DP—(Clutch)—Double Plate
DR—Double Reduction
D-R—Delco-Remy
Dtl—Detlaff
e—Gear Case (Oiling System)
Eat—Eaton
E-Ds—External Drive Shaft
E-Fw—External Four Wheel
Eng—Unit with Engine
E-P—Electric Pump
ErM—Erie Mall
E-Rw—External Rear Wheels
E-T—External Transmission
Exi—Exide
f—Rocker Arm Shaft (Oiling System)
½F—Semi-Floating
¾F—¾Floating
F—In Head and Side
FF—Full Floating
Ful—Fuller
Fw—4-Wheel
g—Waterpump Shaft
G—Gravity
GE—General Electric
Han—Handy
Hann—Hannum
HaS—Hall Scott
Herc—Hercules
Hot—Hotchkiss (Springs)

MOTOR BUS CHASSIS

Speed (M.P.H.)	Integral with Engine	TRANSMISSION: Clutch—Make and Type	Gearset or Electric Driven System: Make	Location	No. of Forward Speeds	Low Speed Gear Reduction	Universal Joints, Number and Make	REAR AXLE: Make and Model	Final Drive	Type	Ratio	Drive and Torque taken by—	BRAKES: Service: Type and Location	Operation	Lining Area (Sq. Ins.)	Hand: Type and Location	Lining Area (Sq. Ins.)	SPRINGS: Front: Length and Width (Ins.)	Rear: Length and Width (Ins.)	Shackles-Type	RUNNING GEAR: Front Axle Make	Steering Gear: Make	Type	Outside Dia. of Min. Turning Circle (Ft.)	Wheels: Make	Number	Type and Material	MAKE AND MODEL
55	No.	B-L-SP...	B-L.	Eng..	4	6.15	3-Spi.	Tim...58201	SB..	FF..	4.55	Hot.	I-Fw.	Air...	576	E-Ds..	160	52-3½	60-4	M.	Tim..	Ross..	C&L..	60	Budd..	6	D-P..	A.C.F.....H-12
52	No.	Long-DP..	B-L.	Eng..	3	3.32	2-Spi.	Tim...5900	SB.	FF..	5.09	Hot.	I-Fw.	Air...	850	E-Ds..	220	54-3½	64-5	M.	Tim..	Ross..	C&L..	80	Budd..	6	D-P..	A.C.F.....H-9
55	No.	B-L-SP..	B-L.	Eng..	4	5.35	4-Spi.	Tim...58201	SB..	FF..	4.55	Hot.	I-Fw.	H-V...	528	E-Ds..	200	40-3	60-4	M.	Tim..	Ross..	C&L..	66	Budd..	6	D-P..	A.C.F.....216
55	No.	B-L-SP..	B-L.	Eng..	4	5.35	3-Spi.	Tim...58201	SB..	FF..	4.55	Hot.	I-Fw.	H-V...	475	E-Ds..	100	46-3	60-4	M.	Tim..	Ross..	C&L..	58	Budd..	6	D-P..	A.C.F.....P-85
55	No.	Long-DP..	B-L.	Eng..	4	5.18	4-Spi.	Tim...5900	SB..	FF..	4.55	Hot.	I-Fw.	Air...	846	E-Ds..	240	43-3½	64-5	M.	Tim..	Ross..	C&L..	82	Budd..	6	D-P..	A.C.F.....175
50	No.	B-L-SP....	B-L.	Eng..	3	3.72	2-Spi.	Tim...58201	SB..	FF..	4.57	Hot.	I-Fw.	Air...	570	E-Ds..	160	56-3½	60-3½	M.	Tim..	Ross..	C&L..	54½	Budd..	6	D-P..	A.C.F.....H-13
40	No.	B&B-SP...	War	Eng..	4	6.40	3-Spi.	Tim..54300H	SB..	FF..	5.83	Hot.	I-Fw.	H-V...	410	I-Ds	30	37-2¼	52-2½	M.	Col	Ross..	C&L..	54	Budd..	6	D-P..	Brockway.....90-B
35	No.	B-L-SP....	B-L.	Eng..	4	6.14	3-Spi.	Tim..54300H	SB..	FF..	5.83	Hot.	I-Fw.	H-V...	410	-DS..	30	40-2½	60-3	M.	Col	Ross..	C&L..	60	Budd..	6	D-P..	Brockway.....120-B
35	No.	B-L-SP....	B-L.	Eng..	4	6.14	3-Spi.	Wisc..4916-L	DR.	FF..	6.66	Hot.	I-Fw.	H-V...	410	-DS..	30	40-2½	60-3	M.	Col	Ross..	C&L..	60	Budd..	6	D-P..	Brockway.....140-B
35	No.	B-L-SP....	B-L.	Eng..	4	6.14	3-Spi.	Wisc...7000L	DR.	FF..	7.06	Hot.	I-Fw.	H-V...	500		30	40-2½	60-3	M.	Shu..	Ross..	C&L..	60	Budd..	6	D-P..	Brockway.....141-B
35	No.	B-L-SP....	B-L.	Eng..	4	6.63	3-Spi.	Wisc...7000L	IG..	FF.	7.06	Hot.	I-Fw.	H-V...	614	-DS..	60	40-2½	60-3	M.	Shu..	Ross..	C&L..	60	Budd..	6	D-P..	Brockway.....170-B
40	No.	B-L-SP....	B-L.	Eng..	4	5.18	3-Spi.	Tim..65780W	Wo.	FF..	6.80	RR.	I-Fw.	Air...	576	E-DS.	121	46¼-3	64-4	M.	Shu..	Ross..	C&L..	70	Budd..	6	D-P..	Day-Elder.....30
800	Y...	B-L-SP....	B-L.	Eng..	4	6.41	3-Spi.	Tim..54200H	SB..	FF..	6.80	Hot.	I-Fw.	Hyd..	306	E-Ds..	46	37-2½	56-3	M.	Tim..	Ross..	C&L..	31¼	Budd..	6	D-P..	Fageol.....135B
500	Y...	B-L-SP....	B-L.	Eng..	4	7.28	3-Spi.	Tim..56200H	SB..	FF..	6.16	Hot.	I-Fw.	H-V...	398	-Ds..	45	40¼-2½	56-3	M.	Tim..	Ross..	C&L..	31½	Budd..	6	D-P..	Fageol.....255
300	Y...	B-L-DP....	B-L.	Eng..	4	5.18	3-Spi.	Tim..59000W	SB..	FF..	5.12	Hot.	I-Fw.	Air...	532	-Ds..	120	40¼-2½	56-3	M.	Tim..	Ross..	C&L..	31¾	Budd..	6	D-P..	Fageol.....255C
		B-L-DP....	B-L.	Eng..	4	5.18	5-Spi.	Tim..65221W	Wo.	FF..	4.80	Hot.	I-Fw.	Air...	364	-Ds..	120	48-3	68-5	M.	Tim..	Ross..	C&L..	45½	Budd..	6	D-P..	Fageol.....80
4.6	Y...	B&B-SP...	Own	Eng..	4	6.86	3-Cle	Cla.....B640	SB..	FF..	6.37	Hot.	I-Fw.	H-V..	351	E-Ds..	44	42-3	56-3½	M.	Own.	Sag...	W&S..	56	Budd..	6	D-P..	Fargo.....80
3.4	Y...	B&B-SP.	Own	Eng..	4	6.86	3-Cle	Cla.....B640	SB..	FF..	6.37	Hot.	I-Fw.	H-V..	351	E-Ds..	44	42-3	56-3½	M.	Own.	Sag...	W&S..	56	Budd..	6	D-P..	Fargo.....81
7.4	Y...	B&B-SP...	Own	Eng..	4	6.86	3-Cle	Tim.....	Wo.	FF..	6.20	Hot.	I-Fw.	H-V...	385	E-Ds..	89	44-3	60-3½	M.	Own.	Sag...	W&S..	59¼	Budd..	6	D-P..	Fargo.....90
7.0	Y...	B&B-SP.	Own	Eng..	4	6.86	3-Cle	Tim.....	Wo.	FF..	5.00	Hot.	I-Fw.	H-V...	385	E-Ds..	89	44-3	60-3½	M.	Own.	Sag...	W&S..	62¾	Budd..	6	D-P..	Fargo.....91
8.7	Y...	B&B-SP.	Own	Eng..	4	6.86	4-Cle	Tim.....	Wo.	FF..	5.00	Hot.	I-Fw.	H-V...	385	E-Ds..	44	52-3	60-3½	M.	Own.	Sag...	W&S..	75	Budd..	6	D-P..	Fargo.....94
9.3	Y...	B&B-SP...	Own	Eng..	4	6.86	4-Cle	Tim.....	Wo.	FF..	6.20	Hot.	I-Fw.	Air...	600	E-Ds..	89	52-3	60-3½	M.	Own.	Sag...	W&S..	75	Budd..	6	D-P..	Fargo.....95
1.0	...	B-L-SP...	B-L.	Eng..	4	6.20	3-Blo	Tim...58200	SB..	FF..	.....	.....	I-Fw.	H-V..	375	E-Ds..	45	44-2½	60-3	M.	Tim..	Ross..	C&L..	.....	Budd..	4	D-P..	Gramm.....175
0.0	...	B-L-SP...	B-L.	Eng..	4	6.30	4-Blo	Wisc...69317	DR.	FF..	.....	.....	I-Fw.	H-V...	375	E-Ds..	31	44-2½	60-3	M.	Tim..	Ross..	C&L..	.....	Budd..	4	D-P..	Gramm.....178
0.0	No.	Ful-MDD.	Ful.	Eng..	4	6.30	4-Blo	Wisc...12527	DR.	FF..	.....	.....	I-Fw.	Air...	576	E-Ds..	61	44-3	60-4	M.	Tim..	Ross..	C&L..	.....	Budd..	4	D-P..	Gramm.....131
0.0	No.	B-L-SP...	B-L.	Eng..	4	6.71	3-Spi.	Tim...54200	SB..	FF..	5.83	RR.	I-Fw.	H-V...	....	E-Ds..	....	40-2½	50-3	M.	Tim..	Ross..	C&L..	.....	Budd..	6	D-P..	Guilder.....CB-25
0.0	No.	B-L-SP...	B-L.	Eng..	4	6.14	3-Spi.	Tim...56200	SB..	FF..	6.00	RR.	I-Fw.	H-V...	....	E-Ds..	....	42-2½	60-3	M.	Tim..	Ross..	C&L..	.....	Budd..	6	D-P..	Guilder.....EB-26
0.0	No.	B-L-SP...	B-L.	Eng..	4	6.14	3-Spi.	Tim...58205	SB..	FF..	6.83	RR.	I-Fw.	H-V...	....	E-Ds..	....	44-3	60-3½	M.	Tim..	Ross..	C&L..	.....	Budd..	6	D-P..	Guilder.....GB-35
0.0	Y...	B-L-SP...	B-L.	Eng..	4	6.35	3-Spi.	Tim58252TW	SB..	FF..	6.83	RR.	I-Fw.	Air...	....	E-Ds..	....	44-3	60-3½	M.	Tim..	Ross..	C&L..	.....	Budd..	6	D-P..	Guilder.....GB-45
3.3	No.	B-L-SP...	B-L.	Eng..	4	6.19	4-Spi.	Tim..54300H	SB..	FF..	5.85	Hot.	I-Fw.	H-V..	156	E-Ds..	43½	37-2¼	60-2½	M.	Tim..	Ross..	C&L..	75	Budd..	6	D-P..	Indiana.....12SB
1.0	No.	B-L-SP...	B-L.	Eng..	4	6.66	4-Spi.	Tim..56200H	SB..	FF..	6.16	Hot.	I-Fw.	H-V..	156	E-Ds..	45	39½-2½	60-3	M.	Tim..	Ross..	C&L..	75	.....	..	..	Indiana.....14-B
2.7	No.	Own-SP.	Own	Eng..	3	3.98	3-Spi.	Own.....BG	SB..	FF..	4.90°	Hot.	I-Fw.	Air...	336	E-Ds..	82	53¾-2½	57¾-2½	R..	Own.	Own	.....	54	Own..	6	S-C..	Mack.....CG
0.2	Y...	Own-MDD	Own	Eng..	4	4.85	4-Spi.	Own.....AB	DR.	FF..	4.86°	Hot.	I-Fw.	Mec-V	551	E-Ds..	144	44-3	63-3½	R..	Own.	Own	W&S..	66¾	.....	6	D-P..	Mack.....AB
0.3	No.	Own-SP.	Own	Eng..	4	5.94	4-Spi.	Own.....BC	DR.	FF..	4.86°	Hot.	I-Fw.	Mec-V	551	E-Ds..	144	44-3	63-3½	R..	Own.	Own	W&S..	68	.....	6	D-P..	Mack.....BC
4.2	No.	Own-SP.	Own	Am..	4	5.28	4-Spi.	Own.....CL	DR.	FF..	5.67°	Hot.	I-Fw.	Air...	635	E-Ds..	86	60-3½	60-3½	R..	Own.	Own	C&L..	56	Own..	6	S-C..	Mack.....CL
1.8	No.	Own-SP.	Own	Am..	4	5.15	5-Spi.	Own.....BK	DR.	FF..	4.68°	Hot.	I-Fw.	Air...	781	E-Ds..	144	48¼-3½	70-3½	R..	Own.	Ross..	C&L..	78	.....	6	D-P..	Mack.....BK
7.2	No.	Own-SP.	Own	Eng..	4	4.85	4-Spi.	Own.....BG	SB..	FF..	4.91°	Hot.	I-Fw.	M-V...	427	E-Ds..	144	44-2½	54-3	R..	Own.	Ross..	C&L..	61	.....	6	D-P..	Mack.....BG
6.7	No.	Own-SP.	Own	Am..	4	5.15	5-Spi.	Own.....BK	DR	FF..	4.68°	Hot.	I-Fw.	Air...	746	E-Ds..	203	57¾-3½	70-4	R..	Own.	Ross..	C&L..	60	Own..	6	S-C..	Mack.....BT
2.0	Y...	Own-SP.	Own	Eng..	4	6.61	3-Cle	Own.....	SB..	FF..	5.28	Hot.	I-Fw.	Hyd..	140	I-Rw..	149	40-2½	54-2½	M.	Own.	Ross..	C&L..	56	Mot..	6	D-P..	Reo.....2L
2.0	Y...	Own-DP...	Own	Eng .	4	6.60	3-Cle	Own.....	SB..	FF..	5.57	Hot.	I-Fw.	H-V..	140	E-Ds..	209	44-3	60-3	M.	Own.	Ross..	C&L..	.....	Mot..	6	D-P..	Reo.....3L
		Own-SP..	B-L.	Eng..	3	4.01	4-Cle	Tim.65401A1	Wo.	FF..	6.20	Hot.	I-Fw.	Air...	588	E-Ds..	141	60-4	60-4	..	Tim..	Ross..	.....	66	Day..	6	....	Twin Coach.....40
		Own-SP.	B-L.	Eng..	3	4.01	3-Cle	Tim.56010B2	SB..	FF..	6.16	Hot.	I-Fw.	Air...	588	E-Ds..	70½	56-3	56-3	..	Tim..	Ross..	.....	49	Day..	6	....	Twin Coach.....30
		Own-SP.	B-L.	Eng..	3	4.01	3-Cle	Tim.56010A1	SB..	FF..	6.16	Hot.	I-Fw.	Air...	588	E-Ds..	70½	56-3	56-3	..	Tim..	Ross..	.....	56	Day..	4	....	Twin Coach.....20
		Own-SP.	B-L.	Eng..	3	3.33	3-Cle	Tim...53600	SB..	FF..	5.14	Hot.	I-Fw.	H-V..	310	E-Ds..	45	46-2½	46-2½	..	Tim..	Ross..	.....	45	Day..	4	....	Twin Coach.....15
		Own-SP.	B-L.	Eng..	3	4.01	3-Cle	Tim.65401A1	SB..	FF..	6.16	Hot.	I-Fw.	Air...	588	E-Ds..	70½	56-3	56-3	..	Tim..	Ross..	.....	60	Day..	6	....	Twin Coach.....30A
		Own-SP..	B-L.	Eng..	3	2.78	3-Cle	Tim.53600C3	SB..	FF..	5.14	Hot.	I-Fw.	Air...	392	E-Ds..	45	46-2½	46-2½	..	Tim..	Ross..	.....	45	Day..	4	....	Twin Coach.....19
2250	Y...	B-L-SP...	B-L.	Eng..	4	5.18	.	Tim..58205W	SB..	FF..	6.14	Hot.	I-Fw.	Air...	570	E-Ds..	90	42-3	60-3½	M.	Shu..	Ross..	C&L..	78	Budd..	6	D..	Ward La France..29A
41	Y...	B-L-DP...	B-L.	Eng..	....	....	4-Spi.	Tim..59000W	SB..	FF..	4.55	Hot.	I-Fw.	Air...	696	-Ds..	120	48-3	68-5	M.	Tim..	Ross..	C&L..	90	Budd..	10	S-P..	Ward La France..47B
55.7	Y...	Own-SP.	Own	Eng..	4	5.05	4-Spi.	Own.....1C	SB..	½F.	4.56	Hot.	I-Fw.	Air...	620	I-Ds	163	48-3	64-4	M.	Own.	Ross..	C&L..	90	Budd..	6	D-P..	White.....54
51.5	Y...	Own-SP.	Own	Eng..	4	5.05	5-Spi.	Own.....12C	SB..	FF..	5.11	Hot.	I-Fw.	Air...	620	I-Ds	163	48-3	64-4	M.	Own.	Ross..	C&L..	105	Budd..	6	D-P..	White.....54A
42.8	Y...	Own-SP.	Own	Eng..	4	4.12	3-Spi.	Own....7CB	SB..	½F.	5.67	Hot.	I-Fw	H-V..	343	E-T...	83	41-2½	54-3	M.	Own.	Hana.	S&N..	81	Budd..	6	D-P..	White.....613
52.7	Y...	Own-SP.	Own	Eng..	4	6.02	3-Spi.	Own.....8C	SB..	½F.	4.75	Hot.	I-Fw.	H-V..	478	E-Ds..	115	46-3	60-3	M.	Own.	Hann.	S&N..	86	Budd..	6	D-P..	White.....65
49.8	Y...	Own-SP..	Own	Eng..	4	6.02	3-Spi.	Own.....11C	SB..	FF..	5.18	Hot.	I-Fw.	H-V..	554	I-Ds	82	46-3	60-3½	M.	Own.	Hann.	S&N..	102	Budd..	6	D-P..	White.....65A
46.2	Y...	Own-MDO	Own	Am..	4	4.63	4-Spi.	Own...17CA	SB..	FF..	5.58	Hot.	I-Fw.	Air...	960	E-Ds..	122½	64-4	64-4	M.	Own.	Ross..	C&L..	84	.....	6	S-C..	White.....685
		Long-DP...	Own	Eng..	4	4.79	4-Spi.	Tim....Own	Wo.	½F.	5.40	Hot.	I-Fw.	H-V..	601	E-Ds..	....	43-3	58-3	M.	Tim..	Ross..	.....	73	Budd..	6	D-P..	Yellow Coach.....663
		Long-DP...	Own	Eng..	4	4.79	4-Spi.	Tim....Own	Wo.	½F.	5.40	Hot.	I-Fw.	H-V..	601	E-Ds..	....	43-3	58-3	M.	Tim..	Ross..	.....	76	Budd..	6	D-P..	Yellow Coach.....661
		Long-DP...	Own	Eng..	4	4.79	4-Spi.	Tim....Own	Wo	½F.	5.40	Hot.	I-Fw.	H-V..	601	E-Ds..	....	43-3	58-3	M.	Tim..	Ross..	.....	73	Budd..	6	D-P..	Yellow Coach.....772
		Long-DP...	Own	Eng..	4	4.79	4-Spi.	Tim....Own	Wo	½F.	5.40	Hot.	I-Fw.	H-V..	601	E-Ds..	....	43-3	58-3	M.	Tim..	Ross..	.....	76	Budd..	6	D-P..	Yellow Coach.....771
		Long-DP...	Own	Eng..	4	4.79	4-Spi.	Tim....Own	SB..	FF..	6.14	Hot.	I-Fw.	H-V..	601	E-Ds..	....	43-3	58-3	M.	Tim..	Ross..	.....	73	Budd..	6	D-P..	Yellow Coach.....773
		Long-DP...	Own	Eng..	4	4.79	4-Spi.	Tim....Own	SB..	FF..	6.14	Hot.	I-Fw.	H-V..	601	E-Ds..	....	43-3	58-3	M.	Tim..	Ross..	.....	76	Budd..	6	D-P..	Yellow Coach.....774
		Long-SP...	B-L.	SeU..	2	4.27	6-Spi.	Tim....Own	Wo	FF..	5.66	Hot.	I-Fw.	Air...	741	I-Ds	....	48-3	64-4	M.	Tim..	Ross..	.....	74	Budd..	6	D-P..	Yellow Coach.....614
		Long-DP...	B-L.	Eng..	4	4.27	5-Spi.	Tim....Own	SB..	FF..	4.55	Hot.	I-Fw.	Air...	....	I-Ds	....	54½-3½	72-4	M.	Tim..	Ross..	.....	76	Budd..	6	D-P..	Yellow Coach.....670
		Long-DP..	B-L.	Eng..	4	4.27	4-Spi.	Tim....Own	SB..	FF.	4.55	Hot.	I-Fw.	Air...	692	I-Ds	....	48-3½	64-4	M.	Tim..	Ross..	.....	75	Budd..	6	D-P..	Yellow Coach.....634
		Long-DP...	B-L.	Eng..	4	4.27	4-Spi.	Tim....Own	SB..	FF.	5.57	Hot.	I-Fw	Air...	692	I-Ds	....	48-3½	64-4	M.	Tim..	Ross..	.....	75	Budd..	6	D-P..	Yellow Coach.....652
		Long-SP...	B-L.	Eng..	2	4.76	8Own	Own....Own	SB..	Spec	5.62	Hot.	I-Fw.	Air...	845	E-Rw.	....	64-4	64-4	M.	Own.	Own	.....	60½	Own	6	..	Yellow Coach.....708
							8Own	.....																				Yellow Coach.....701
		Own-DD	Own	Eng..	4	2.84	4-Spi.	Tim....Own	SB..	FF..	6.20	Hot.	I-Fw.	H-V..	396	E-Ds..	....	51-2½	51-2½	M.	Eat..	Own	.....	46	Mot..	4	S-C..	Yellow Coach.....709
		Own-DP...	Own	Eng..	4	2.84	4-Spi.	Tim....Own	SB..	FF..	6.60	Hot.	I-Fw.	H-V..	396	E-Ds..	....	51-2½	51-2½	M.	Eat..	Own	.....	52	Mot..	4	S-C..	Yellow Coach.....712
		Long-SP...	Own	SeU..	2	3.31	4-Spi.	Own....Own	SB..	FF..	5.87	Hot.	I-Fw.	Air...	554	.....	....	58-3	58-3	M.	Tim..	Own	.....	56	Mot..	6	S-C..	Yellow Coach.....711

H-V—Hydraulic Vacuum Booster
Hyd—Hydraulic
I—In Head
I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel
IG—Internal Gear
I-Rw—Internal Rear whee
L—L Head
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
Mal—Mallory
MDO—Double Disk—In Oil
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanical
Mot—Motor Wheel
M-P—Mechanical Pump
Mun—Muncie
N-D—North East & Delco Remy
N-E—North East
N&L—Nuts and Lever
Opt—Optional
P—Pneumatic (Tires)
P—Pressure (Fuel Feed)
Pu—Fuel Pump
R—Rubber
RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RR—Radius Rods
RwDs—Rear wheels and drive shaft
s—Single
Sag—Saginaw
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Separate Unit
Shu—Shuler
S&L—Screw and lever
S&N—Screw and Nut
SP—Single Plate
S-P—Spoked Pressed Steel
Spec—Special
Spi—Spicer
SSD—Spoked Steel Disk
Std—Standard
Str—Stromberg
Stw—Stewart
Su—Suction
Tim—Timken
Uni—Universal Machine
U-P—Universal Products
Up—Updraft
Var—Various
Vac—Vacuum
War—Warner Corp.
Wauk—Waukesha
W-G—Warner Gear
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Zen—Zenith

AMERICAN STOCK

Make and Model	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	Cylinders: Head	Cylinders: No. Cast in One Piece	Crankcase Upper Half: Integral with Cylinders?	Crankcase Upper Half: Material	Crankcase: Material (Lower Half)	Valves: Arrangement	Valves: Head Material	Valves: Clear Diameter (Ins.)	Valves: Lift (Ins.)	Front End Drive: Type	Front End Drive: Non-Metallic Gear Used On?	Pistons: Material	Pistons: Length (Ins.)	Pistons: Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins: Diameter and Length (Ins.)	Piston Pins: Pin Bearing In	Number of Rings per Piston
American La France..312	T, B, Tr, M...	12-4x5	76.8	240-2800	753.9	5.16	3,4	Det..	12	Int..	Iron..	Iron..	I...	Car..	1.75†	.406	Chain.	.....	Al....	4.84	39.00	1.12x3.62	.....	4
American La France..316	T, B, Tr, M...	16-4x5	102.4	320-2800	1005.0	5.16	3,4	Det..	16	Int..	Iron..	Iron..	I...	Car..	1.75†	.406	Chain.	.....	Al....	4.84	39.00	1.12x3.62	.....	4
Automatic.....J5½	T, Tr, Mar....	4-5½x7	48.40	48-800	665.2	4.00	4	Int...	1	Sep..	Iron..	Iron..	L...	Sil...	2.25	.440	Spur..	None..	CI....	7.00	100.0	1.43x4.62	Rod...	4
Automatic.....M	T, Tr, Mar....	4-6½x8...	67.10	62-675	1061.7	4.00	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil...	2.50	.562	Spur..	None..	CI....	9.00	356.0	1.68x1.12	Rod...	4
Automatic.....N	T, Tr, Mar....	4-7½x9	89.80	75-540	1588.0	4.00	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil...	3.00	.562	Spur..	None..	CI....	10.50	548.0	2.00x7.12	Rod...	4
Automatic.....R	T, Tr, Mar....	4-8½x10	111.50	100-500	2288.0	4.00	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil...	3.25	.687	Spur..	None..	CI....	12.31	752.0	2.43x8.00	Rod...	4
Brennan.....M	T, Buses, Tr..	4-4x5	26.00	40-1500	251.0	....	3,4	Int°.	4	Sep..	Iron..	Iron..	L...	Sil...	2.00	.375	Spur..	Accx..	CI....	4.50	48.00	1.17x4.00	.....	4
Brennan.....B-70	Buses, Tr....	6-4x5½	38.40	70-1800	414.7	4.50	3,4	Det..	3	Sep..	Al.	Al.	I...	Tun..	2.12	.375	Heli...	None..	SS...	4.50	48.0	1.17x3.87	.....	3
Brennan.....100	T, Buses, Tr..	6-4⅜x5½	45.90	75-1800	496.0	....	3,4	Det..	3	Sep..	Al.	Al.	I...	Sil...	2.12	.375	Heli...	None..	SS...	5.50	66.0	1.25x4.22	.....	4
Brennan.....CE	T, Buses, Tr..	4-4½x5	32.40	55-1800	318.1	4.08	3,4	Det..	4	Sep..	Iron..	Iron..	L...	Sil...	2.00	.375	Spur..	Accx..	SS...	5.00	88.0	1.17x4.00	.....	4
Brennan.....150	T, Tr, B.....	6-4½x6½	48.60	150-2000	620.3	....	4	Det..	3	Sep..	Al.	Al.	I...	Sil...	2.25	.375	Bevel.	None..	CI....	5.25	92.0	1.37x4.35	.....	4
Brennan.....175	T, Tr, B.....	6-5x6½	48.60	175-2000	765.8	....	4	Det..	3	Sep..	Al.	Al.	I...	Sil...	2.50	.375	Bevel.	.....	CI....	5.50	100.0	1.50x4.75	.....	4
Bridgeport.....F-10	Marine.....	2-3¾x4½	10.0	12-1200	....	....	4	Det..	2	Int..	Iron..	Iron..	I...	NicS.	1.50	....	Heli...	None..	CI....	....	....	1.00x3.62	.....	4
Bridgeport.....Pilot	Marine.....	4-4x5	.....	45-1800	251.3	....	4	Det..	4	Int..	Iron..	Iron..	L...	Sil...	1.62	....	Heli...	None..	CI....	4.87	....	1.37x3.87	.....	4
Bridgeport.....304	Marine.....	4-5½x6½	.....	45-700	617.0	....	4	Det..	1	Sep..	Iron..	Iron..	L...	CI...	2.25	....	Heli...	None..	CI....	7.00	....	1.25x5.37	.....	5
Bridgeport.....404	Marine.....	4-6½x7½	.....	65-600	995.0	....	4	Det..	1	Sep..	Iron..	Iron..	L...	CI...	2.25	....	Heli...	None..	CI....	8.50	....	1.50x6.37	.....	5
Buda.....BA-6	T, Tr, B.....	6-4⅛x5⅛	40.80	83-2100	411.0	5.30	3	Det..	6	Sep..	Al..	Al..	L...	Sil°..	2.12†	.312†	Heli...	None..	CI....	5.00	64.0	1.50x3.12	.....	4
Buda.....BTU	T, Tr, B.....	4-5x6½	40.00	61-1400	510.5	3.90	3	Det..	4	Sep..	Iron..	Iron..	L...	Sil°..	2.43	.31†	Heli...	None..	CI....	6.75	142.0	1.37x4.37	.....	4
Buda.....BUS	T, Tr, B.....	6-4x5⅛	38.40	79-2300	386.4	4.30	3	Det..	6	Sep..	Al..	Al..	L...	Sil°..	2.12†	.312†	Heli...	None..	CI....	5.00	64.0	1.50x3.18	.....	4
Buda.....DW-6	T, Tr, B.....	6-3¾x5	22.50	73-2400	331.0	4.50	3	Det..	6	Sep..	Iron.	Iron..	L...	ChN°	1.96†	.312	Heli...	None..	CI....	4.37	48.0	1.37x3.00	.....	4
Buda.....ETU	T, Tr, B.....	4-4¼x5½	28.90	49-1900	312.0	4.05	3	Det..	4	Sep..	Iron..	Iron..	L...	ChN°	2.12†	.28†	Heli...	None..	CI....	5.37	81.0	1.12x1.68	.....	4
Buda.....FR	T, Tr, B.....	4-5½x6½	48.50	70-1300	617.7	4.10	3	Det..	4	Sep..	Iron.	Iron..	L...	Sil°..	2.43	.31†	Heli...	None..	CI....	6.75	144.0	1.37x4.87	.....	4
Buda.....GF-6	T, Tr, B.....	6-4¼x6	54.20	126-1850	638.0	4.40	3	Det..	6	Sep..	Al..	Al..	L...	Sil°..	2.50†	.31†	Heli...	None..	CI....	6.12	94.0	1.62x4.00	.....	4
Buda.....GL-6	T, Tr, B.....	6-4½x6	48.60	114-1900	572.5	4.30	3	Det..	6	Sep..	Al..	Al..	L...	Sil°..	2.50†	.31†	Heli...	None..	CI....	6.12	93.0	1.62x3.75	.....	4
Buda.....H-173	T, Tr.....	4-3½x4½	19.60	47-2800	173.2	4.75	3	Det..	4	Int..	Iron..	PS..	L...	Sil°..	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	.....	4
Buda.....H-199	T, Tr.....	4-3¾x4½	22.50	55-2800	198.8	4.75	3	Det..	4	Int..	Iron..	PS..	L...	Sil°..	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	.....	4
Buda.....H-205	T, Tr.....	4-3⅝x4½	23.27	57-2800	205.0	4.75	3	Det..	4	Int..	Iron.	PS..	L...	Sil°..	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	.....	4
Buda.....H-217	T, Tr.....	4-3⅝x4¾	23.25	47-1800	217.0	4.75	3,4	Det..	4	Int..	Iron..	PS..	L...	Sil°..	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	.....	4
Buda.....H-260	T, Tr, B.....	6-3½x4½	29.40	70-2800	259.9	5.25	3	Det..	6	Int..	Iron..	PS..	L...	Sil°..	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	.....	4
Buda.....H-298	T, Tr, B.....	6-3¾x4½	33.75	80-2800	298.2	5.25	3	Det..	6	Int..	Iron..	PS..	L...	ChN°	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	.....	4
Buda.....HS-6	C, T, B.....	6-3⅝x4½	27.30	57-2500	241.6	4.50	3	Det..	6	Sep..	Iron..	Iron..	L...	ChN°	1.65	.310	Heli...	None..	CI....	3.87	46.0	1.12x2.81	.....	4
Buda.....J-214	T, Tr.....	6-3⅝x4	27.34	61-3000	214.7	5.00	3	Det..	6	Int..	Iron..	PS..	L...	Sil°	1.37†	.310	Heli...	Idler..	CI....	3.75	33.0	1.00x2.87	.....	4
Buda.....JH-4	Tractors.....	4-6x7⅛	57.60	93-1200	808.0	4.28	3	Det..	2	Sep..	Iron..	Iron..	L...	Sil°	2.78	.312†	Heli...	None..	CI....	6.87	196.0	1.50x5.12	.....	4
Buda.....JH-6	Tractors.....	6-6x7¼	86.40	155-1200	1230.0	4.28	4	Det..	2	Sep..	Iron..	Iron..	L...	Sil°	2.78	.437	Heli...	None..	CI....	6.87	196.0	2.00x5.12	.....	4
Buda.....JV-4	Tractors.....	4-5¾x7⅛	52.90	85-1200	749.0	3.86	3	Det..	2	Sep..	Iron..	Iron..	L...	Sil°	2.78	.312†	Heli...	None..	CI....	6.87	172.0	1.50x4.87	.....	4
Buda.....JV-6	Tractors.....	6-5¾x7¼	79.30	142-1200	1129.5	3.88	4	Det..	2	Sep..	Iron..	Iron..	L...	Sil°	2.78	.437	Heli...	None..	CI....	6.87	172.0	2.00x4.87	.....	4
Buda.....K-325	T, Tr, B.....	6-3⅝x4¾	34.80	87-2800	325.0	4.80	3	Det..	6	Int..	Iron..	PS..	L...	Sil°	1.75†	.400	Heli...	None..	CI....	4.37	59.5	1.25x3.22	.....	4
Buda.....K-369	T, Tr, B.....	6-4⅛x4¾	39.60	99-2800	369.0	4.80	3	Det..	6	Int..	Iron..	PS..	L...	Sil°	1.75†	.400	Heli...	None..	CI....	4.37	63.5	1.25x3.47	.....	4
Buda.....K-393	T, Tr, B.....	6-4⅜x4¾	42.07	103-2600	393.0	4.80	3	Det..	6	Int..	Iron..	PS..	L...	Sil°	1.75†	.400	Heli...	None..	CI....	4.37	65.5	1.25x3.47	.....	4
Buda.....K-428	T, Tr, B.....	6-4⅝x4¾	45.90	107-2600	428.0	4.80	3	Det..	6	Int..	Iron..	PS..	L...	Sil°	1.75†	.400	Heli...	None..	CI....	4.37	68.3	1.25x3.82	.....	4
Buda.....KTU	T, Tr, B.....	4-4x5¼	25.60	43-2000	263.9	4.23	3	Det..	4	Sep..	Iron..	Iron..	L...	ChN°	1.87	.280†	Heli...	None	CI....	5.00	64.0	1.50x3.18	.....	4
Buda.....KT-281	Tractors.....	4-4½x5¼	27.25	50-1750	281.0	....	3	Det..	4	Sep..	Iron..	Iron..	L...	ChN°	1.87	.280†	Heli...	None..	CI....	5.00	64.0	1.50x3.12	.....	4
Buda.....L-468	T, Tr, B.....	6-4¼x5½	43.30	105-2400	468.0	4.80	3	Det..	6	Int..	Iron..	PS..	L...	ChN°	1.75†	.400	Heli...	.....	CI....	4.75	84.0	1.25x3.47	.....	4
Buda.....L-525	T, Tr, B.....	6-4½x5½	48.60	111-2200	525.0	4.80	3	Det..	6	Int..	Iron..	PS..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.75	88.0	1.25x3.94	.....	4
Buda.....WTU	C, T, B, Tr...	4-3¾x5⅛	22.50	36-1800	226.4	4.00	3	Det..	4	Sep..	Iron..	Iron..	L...	Sil°	1.68†	.280†	Heli...	None..	CI....	4.50	42.0	1.37x3.00	.....	4
Buda.....YRC	Tractors.....	4-4¾x6	36.00	58-1400	425.3	3.90	3	Det..	4	Sep..	Iron..	Iron..	L...	Sil°	2.37	.280†	Heli...	None..	CI....	6.12	111.0	1.43x4.11	.....	4
Buda.....YTU	T, Tr, B.....	4-4½x6	32.40	50-1400	381.7	4.10	3	Det..	4	Sep..	Iron..	Iron..	L...	Sil°	2.37	.280†	Heli...	None..	CI....	6.25	97.0	1.25x3.87	.....	4
Buda.....HM-173	Marine.....	4-3½x4½	19.60	48-2800	173.2	5.25	4	Det..	4	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	.....	4
Buda.....HM-199	Marine.....	4-3¾x4½	22.50	55-2800	198.8	5.25	4	Det..	4	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	.....	4
Buda.....HM-205	Marine.....	4-3⅝x4½	23.27	57-2800	205.0	5.30	4	Det..	4	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	.....	4
Buda.....HM-298	Marine.....	6-3¾x4½	33.75	81-2800	298.2	5.25	4	Det..	6	Int..	Iron..	Iron..	L...	ChN°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	.....	4
Buda.....HM-260	Marine.....	6-3½x4½	29.40	70-2800	259.9	5.25	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	.....	4
Buda.....KM-369	Marine.....	6-4⅛x4¾	39.60	97-2600	369.0	5.30	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.37	63.5	1.25x3.47	.....	4
Buda.....KM-393	Marine.....	6-4⅜x4¾	42.07	101-2400	393.0	5.30	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.37	65.5	1.25x3.47	.....	4
Buda.....KM-428	Marine.....	6-4⅝x4¾	45.90	105-2400	428.0	5.30	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.37	63.5	1.25x3.47	.....	4
Buda.....LM-468	Marine.....	6-4¼x5½	43.30	111-2400	468.0	5.20	4	Det..	6	Int..	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.37	68.3	1.25x3.82	.....	4
Buda.....LM-525	Marine.....	6-4½x5½	48.60	121-2200	525.0	5.20	4	Det..	6	Int..	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.75	84.0	1.25x3.47	.....	4
Buda.....GM-572	Marine.....	6-4½x6	48.60	110-2000	572.5	4.60	4	Det..	6	Sep..	Al..	Al..	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	93.0	1.62x3.75	.....	4
Buda.....GM-638	Marine.....	6-4¾x6	54.15	126-2000	638.0	4.86	4	Det..	6	Sep..	Al..	Al..	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	94.0	1.62x4.00	.....	4
Buda.....HM-173-R	Marine.....	4-3½x4½	19.60	48-2800	173.2	5.25	4	Det..	4	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310†	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	.....	4
Buda.....HM-199-R	Marine.....	4-3¾x4½	22.50	55-2800	198.8	5.25	4	Det..	4	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	.....	4
Buda.....HM-205-R	Marine.....	4-3⅝x4½	23.27	57-2800	205.0	5.30	4	Det..	4	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.22	.....	4
Buda.....HM-260-R	Marine.....	6-3½x4½	29.40	70-2800	259.9	5.25	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	37.0	1.12x3.00	.....	4
Buda.....HM-298-R	Marine.....	6-3¾x4½	33.75	81-2800	298.2	5.25	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.50†	.310	Heli...	Idler..	CI....	3.75	42.0	1.12x3.25	.....	4
Buda.....KM-369-R	Marine.....	6-4⅛x4¾	39.60	97-2600	369.0	5.30	4	Det..	6	Int..	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.37	63.5	1.25x3.47	.....	4
Buda.....KM-393-R	Marine.....	6-4⅜x4¾	42.07	101-2400	393.0	5.30	4	Det..	6	Int..	Iron..	Iron..	L...	ChN°	1.75†	.400	Heli...	Idler..	CI....	4.37	65.5	1.25x3.47	.....	4
Buda.....KM-428-R	Marine.....	6-4⅝x4¾	45.90	105-2400	428.0	5.30	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.37	68.2	1.25x3.82	.....	4
Buda.....LM-468-R	Marine.....	6-4¼x5½	43.30	111-2400	468.0	5.20	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.75	84.0	1.25x3.47	.....	4
Buda.....LM-525-R	Marine.....	6-4½x5½	48.60	121-2200	525.0	5.20	4	Det..	6	Int..	Iron..	Iron..	L...	Sil°	1.75†	.400	Heli...	Idler..	CI....	4.75	88.0	1.25x3.94	.....	4
Buda.....GM-638-R	Marine.....	6-4¾x6	54.15	126-2000	638.0	4.86	4	Det..	6	Sep..	Al..	Al..	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	94.0	1.62x4.00	.....	4
Buda.....GM-572-R	Marine.....	6-4½x6	48.60	110-2000	572.5	4.60	4	Det..	6	Sep..	Al..	Al..	L...	Sil°	2.25†	.312†	Heli...	Idler..	CI....	6.12	93.0	1.62x3.75	.....	4
Buffalo.....BA	Tr, Mar.....	4-3½x5	19.60	35-1800	192.4	3.60	3,4	Det..	4	Int..	Iron.	PS..	L...	CI...	1.94	.312†	Heli...	None..	CI....	3.75	48.0	1.09x3.25	Rod...	3
Buffalo.....6ATT	Marine.....	6-7¾x9	144.5	240-900	2547.3	3.60	4	Det..	2	Sep..	Iron..	Iron..	L...	CI...	4.00	.710†	Heli...	Idler..	Al....	9.00	345.0	2.00x7.19	Pist..	4
Buffalo.....6ATT	Marine.....	6-8¼x9	163.3	280-900	2886.6	3.60	4	Det..	2	Sep..	Iron..	Iron..	L...	CI...	4.00	.710†	Heli...	Idler..	Al....	9.00	373.0	2.12x7.69	Pist..	4
Buffalo.....4RA	Marine.....	4-5⅞x7	55.2	120-1200	759.0	4.10	4	Det..	2	Sep..	Iron..	Iron..	I...	Sil...	2.87	.540	Heli...	Cam..	Al....	6.62	114.5	1.50x5.44	Pist..	5
Buffalo.....6RA	Marine.....	6-5⅞x7	82.8	200-1500	1138.5	4.10	4	Det..	2	Sep..	Iron..	Iron..	I...	Sil...	2.87	.540	Heli...	Cam..	Al....	6.62	114.5	1.50x5.44	Pist..	5
Buffalo.....8RA	Marine.....	8-5⅞x7	110.4	240-1200	1518.0	4.10	4	Det..	2	Sep..	Iron.	Iron..	I...	Sil...	2.87	.540	Heli...	None..	Al....	6.62	114.5	1.50x5.44	Pist..	5
Capitol.....LA-12	Marine.....	12-5x7	.....	425-1800	1650.0	5.00	....	Int..	1	Sep..	Al..	Al..	I...	Tun..	2.75	.437†	Bevel.	None..	Al....	5.25	....	1.25x4.23	.....	4
Capitol.....T-12	Marine.....	12-5.75x6.25	.....	575-2000	1947.0	5.30	....	Int..	3	Sep..	Al..	Al..	I...	Sil...	2.06	.500	Bevel.	None..	Al....	5.50	....	1.50x5.25	.....	4
Chrysler.....Ace C	Marine.....	6-3⅛x4⅜	.....	70-3200	201.0	5.80	4	Det..	6	Int..	Iron..	Iron..	L...	NicS°	1.31	.312	Heli...	Cam..	Al....	3.69	....	.891x2.62	.....	4
Chrysler.....Ace CR	Marine.....	6-3⅛x4⅜	.....	58-900	.....	2.56	6	Det..	6	Int..	Iron..	Iron..	L...	NicS°	1.31	.312	Heli...	Cam..	Al....	3.69	....	.891x2.62	.....	4
Chrysler...Crown A & C	Marine.....	6-3¼x4½	.....	85-3200	224.0	6.00	4	Det..	6	Int..	Iron..	Al..	L...	NicS°	1.44	.312	.....	Cam..	Al....	3.87	....	.891x	.....	5
Chrysler.....Crown CR	Marine.....	6-3¼x4½	.....	77-1100	224.0	2.56	6	Det..	6	Int..	Iron..	Al..	L...	NicS°	1.44	.312	.....	Cam..	Al....	3.87	....	.891x	.....	5
Chrysler.Imperial A & C	Marine.....	6-3⅝x5	.....	125-3200	309.0	5.40	4	Det..	6	Int..	Iron..	Al..	L...	NicS°	1.94	.312	Heli...	None..	AS...	4.56	....	1.00x	.....	5
Chrysler..Imperial AMR	Marine.....	6-3⅝x5	.....	108-1400	309.0	2.03	6	Det..	6	Int..	Iron..	Al..	L...	NicS°	1.31	.312	Heli...	None..	AS...	4.56	....	1.00x	.....	5
Chrysler.....Majestic C	Marine.....	8-3½x5	.....	150-3200	384.0	5.50	4	Det..	8	Int..	Iron..	Al..	L...	NicS°	1.44	.344	Heli...	None..	AS...	4.12	....	.891x	.....	5
Chrysler..Majestic CMR	Marine.....	8-3½x5	.....	146-1400	.....	2.03	6	Det..	8	Int..	Iron..	Al..	L...	NicS°	1.44	.344	Heli...	None..	AS...	4.12	....	.891x	.....	5

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Air C—Air Cooled.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
AS—Composite Aluminum and Alloy Steel Strut
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChM—Chrome Molybdenum
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChNI—Chrome Nickel Iron.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
CNI—Cast Nickel Iron
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Fle—Floating.
HI—Horizontal in head
Heli—Helical.
I—Both valves in head.

ENGINES

Connecting Rods: Material	Connecting Rods: Center to Center Length (Ins.)	Connecting Rods: Weight (with Bushings and Cap) Ozs.	Crankshaft: Material	Crankshaft: Offset (Ins.)	Crankshaft: Counterbalances Used?	Crankshaft: Crank Pin Diameter and Length (Ins.)	Crankshaft: Main Bearings Number	Crankshaft: Main Bearings Diameter and Length (Ins.) Front	Crankshaft: Main Bearings Diameter and Length (Ins.) Rear	Oiling System: Pressure to	Oiling System: Pump Type	Water Circulation: Type	Water Circulation: Pump Type	Governor: Furnished?	Governor: Type	Governor: Maximum Governed Speed (R.P.M.)	Miscellaneous: Speed at which Maximum Torque is Developed (R.P.M.)	Miscellaneous: Weight (without Carburetor or Ignition) Lbs.	Miscellaneous: Adapted for Use of Kerosene?	Miscellaneous: Overall Dimensions (Ins.) Width	Miscellaneous: Overall Dimensions (Ins.) Height	Miscellaneous: Overall Dimensions (Ins.) Length	Bell Housing Provided? S.A.E. Numbers	Make and Model
Car	12.00	85.0	ChM	None	Yes	2.75x2.75	4	3.50x2.25	3.50x2.37	abcdef	Gear	Pump	Cent	Opt	Cent	2600	1550	1980	Yes	31¾	43⅜	58 9/16	0,1,2	American La France 312
Car	12.00	85.0	ChM		Yes	2.75x2.75	5	3.50x2.25	3.50x2.37	abcdef	Gear	Pump	Cent	Opt	Cent	2600	1550	2530	Yes	36½	43⅜	70 7/16	0,1,2	American La France 316
Car	14.00	144.0	Car	None	No	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash	Gear	Pump	Cent	Stk	Cent	Opt	800	1650	Yes	85¾	19½	35½	None	Automatic J5½
Car	17.00	240.0	Car	None	No	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash	Gear	Pump	Cent	Stk	Cent	Opt	675	2700	Yes	26	43	70¼	None	Automatic M
Car	19.00	496.0	Car	None	No	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash	Gear	Pump	Cent	Stk	Cent	Opt	560	3750	Yes	30	48	78¾	None	Automatic N
Car	21.00	728.0	Car	None	No	3.50x4.25	5	3.50x6.50	3.50x5.12	Splash	Gear	Pump	Cent	Stk	Cent	Opt	500	4700	Yes	32	53½	86½	None	Automatic R
ASt	11.00	64.0	NicS	None	No	2.50x2.00	3	2.12x4.25	2.12x3.50	abce	Gear	Pump	Gear	Opt	Opt	1500	1500	525	Yes	14	24	36	Opt	Brennan M
Car	11.00	64.0	ChN	None	No	2.50x2.00	3	2.75x4.50	2.75x3.00	abce	Gear	Pump	Gear	Opt	Opt	1500	1300	750	Opt	25¾	33	49¼	Opt	Brennan B-70
Als	11.00	64.0	ChN	None	No	2.50x2.00	3	2.75x4.50	2.75x3.00	abc	Gear	Pump	Cent	Opt	Opt	1500	1300	875	No	25¾	33¾	49¼	Opt	Brennan B100
Als	11.00	64.0	NicS	None	No	2.50x2.00	3	2.25x4.25	2.25x3.50	abce	Gear	Pump	Gear	Opt	Opt	1500	1350	600	Yes	21	28⅝	39⅝	Opt	Brennan CE
Als	12.00	72.0	ChN		No	2.62x2.62	7	2.50x3.00	2.50x4.00	abcde	Gear	Pump	Cent	Opt	Opt	1500	1500	1000		41	24	52	Opt	Brennan 150
Als	12.00	76.0	ChN		No	2.62x2.62	7	2.50x3.00	2.50x4.00	abcde	Gear	Pump	Cent	Opt	Opt	1200	1500	1500	No	41	24	52	Opt	Brennan 175
ASt			NicS	None	Yes	1.50x	2	1.50x3.00	1.50x3.00		Pist	Pump	Gear	NP				320	No					Bridgeport F-10
ASt			NicS	None	Yes	2.00x2.25	3	2.00x3.00	2.00x3.31	ab	Gear	Pump	Gear	NP				950	No	17	28½	53½	Yes	Bridgeport Pilot
Car			NicS	None	No	2.00x3.00	5	2.00x5.50	2.00x5.50	ML		Pump	Plng	Opt				1700	Yes	19½	31	72	No	Bridgeport 304
ASt			NicS	None	No	2.62x3.00	5	2.62x6.00	2.62x6.00	ML		Pump	Plng	Opt				2450	Yes	20½	35	83½	No	Bridgeport 404
ASt	11.25	94.0	Car	None		2.50x2.12	4	2.50x2.12	2.50x3.50	abede	Gear	Pump	Cent	Opt	Opt	2000	1000	985	No	25¾	37¼	49 11/16	3	Buda BA-6
ASt	14.37	163.0	Car	None	No	2.50x3.12	3	2.25x4.12	2.62x4.69	abede	Gear	Pump	Cent	Opt	Opt	1100	800	1409	No	28¾	40 1/16	52 1/16	1	Buda BTU
ASt	11.25	94.0	Car	None	No	2.50x2.12	4	2.50x2.12	2.50x3.50	abede	Gear	Pump	Cent	Opt	Opt	2000	800	920	No	25¾	37¼	49 11/16	3	Buda BUS
Car	10.75	67.0	Car	None	No	2.50x1.87	4	2.50x2.62	2.50x2.87	abede	Gear	Pump	Cent	Opt	Opt	2000	1000	870	No	25¾	30 11/16	46 11/16	3	Buda DW-6
ASt	12.25	113.0	Car	None	No	2.12x2.50	3	2.12x3.09	2.37x3.94	abede	Gear	Pump	Cent	Opt	Opt	1500	1050	968	No	25¾	34¾	44 1/16	3	Buda ETU
ASt	14.37	163.0	Car	None	No	2.50x3.12	3	2.25x4.12	2.62x4.69	abede	Gear	Pump	Cent	Opt	Opt	1100	700	1430	No	28¾	40 1/16	52 1/16	1	Buda FR
ASt	13.25	138.6	Car	None	No	3.00x2.25	4	3.00x2.25	3.00x3.69	abede	Gear	Pump	Cent	Opt	Opt	1650	1100	1265	No	28¾	43½	53 11/16	1	Buda GF-6
ASt	13.25	138.6	Car	None	No	3.00x2.25	4	3.00x2.25	3.00x3.69	abede	Gear	Pump	Cent	Opt	Opt	1650	1100	1265	No	28¾	43½	53 11/16	1	Buda GL-6
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Cent	Opt	Opt	2400	1200	515	No	26	29 11/16	31 11/16	4	Buda H-173
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Cent	Opt	Opt	2400	1200	520	No	26	29 11/16	31 11/16	4	Buda H-199
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Cent	Opt	Opt	2400	1200	525	No	26	29 11/16	31 11/16	4	Buda H-205
Car	9.50	42.0	Car		No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Cent	Opt		2400	1200	540	No	25¾	31 1/16	38 1/16	4	Buda H-217
Car	9.50	42.0	Car	None	No	2.12x1.62	7	3.00x1.50	3.00x2.12	abede	Gear	Pump	Cent	Opt	Opt	2400	1200	660	No	25¾	29 11/16	40 1/16	3, 4	Buda H-260
Car	9.50	42.0	Car	None	No	2.12x1.62	7	3.00x1.50	3.00x2.12	abede	Gear	Pump	Cent	Opt	Opt	2400	1200	675	No	25¾	29 11/16	40 1/16	3	Buda H-298
Car	9.75	48.0	Car	None	No	2.37x1.75	4	2.37x1.75	2.37x2.75	abede	Gear	Pump	Cent	Opt	Opt	2100	1200	730	No	25¾	32 1/16	44 11/16	3	Buda HS-6
Car	8.50	36.0	Car	None	No	2.00x1.50	7	2.50x1.37	2.50x1.87	abede	Gear	Pump	Cent	Opt	Opt	2500	1000	560	No	25¾	31 1/16	38 1/16	4	Buda J-214
ASt	14.62	227.2	Car		No	1.50x2.75	3	3.00x4.75	3.00x4.75	abede	Gear	Pump	Cent	Opt	Opt	1000	800	1925	No	30	44 11/16	58⅛	1°	Buda JH-4
ASt	15.25	239.0	Car	None	Yes	3.50x3.31	4	3.50x4.75	3.50x4.75	abede	Gear	Pump	Cent	Opt	Opt	1200	400	3210	No	28⅝	43	74 1/16	1°	Buda JH-6
ASt	14.62	227.2	Car	None	No	1.50x2.75	3	3.00x4.75	3.00x4.75	abede	Gear	Pump	Cent	Opt	Opt	1000	750	1925	No	30	44 11/16	58⅛	1°	Buda JV-4
ASt	15.25	239.0	Car	None	Yes	3.50x3.31	4	3.50x4.75	3.50x4.75	abede	Gear	Pump	Cent	Opt	Opt	1200	400	3210	No	28⅝	43	74 1/16	1°	Buda JV-6
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Cent	Opt	Opt	2500	1100	900	No	25¾	30 11/16	47 1/16	3	Buda K-325
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Cent	Opt	Opt	2300	1100	900	No	25¾	30 11/16	47 1/16	3	Buda K-369
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Cent	Opt	Opt	2200	1200	900	No	25¾	30 11/16	47 1/16	3	Buda K-39[illegible]
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Cent	Opt	Opt	2200	1200	900	No	25¾	30 11/16	47 1/16	3	Buda K-428
Car	11.25	89.0	Car	None	No	2.00x2.25	3	1.87x2.87	2.12x3.44	abede	Gear	Pump	Cent	Opt	Opt	1700	1000	840	No	25¾	33¼	40 11/16	3	Buda KTU
Car	11.25	89.0	Car	None	No	2.00x2.25	3	1.87x2.87	2.12x3.44	abede	Gear	Pump	Cent	Opt	Opt	1500	1000	875	No	25¾	33¼	40 11/16	3	Buda KT-281
Car	11.00	66.0	Car	None	No	2.37x1.75	7	3.00x1 75	3.00x2.50	abede	Gear	Pump	Cent	Opt	Opt	2100	1100	950	No	25¾	33 1/16	47 1/16	3	Buda L-468
Car	11.00	66.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Cent	Opt	Opt	2000	900	950	No	25¾	33 1/16	47 1/16	3	Buda L-525
Car	11.25	...	Car	None	No	1.87x2.00	3	1.75x2.50	2.12x2.94	abede	Gear	Pump	Cent	Opt	Opt	1800	1000	660	No	25¾	41	36 1/16	3	Buda WTU
ASt	13.25	106.0	Car	None	No	2.25x3.00	3	2.50x3.00	2.50x4.06	abcde	Gear	Pump	Cent	Opt	Opt	1200	800	1150	No	25¾	36 11/16	47½	3	Buda YRC
ASt	13.25	133.7	Car	None	No	2.25x3.00	3	2.12x3.31	2.37x4.44	abede	Gear	Pump	Cent	Opt	Opt	1400	850	1087	No	25¾	36 11/16	47½	3	Buda YTU
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	700	No	23¼	27 1/16	43⅝	3	Buda HM-173
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	710	No	23¼	27 1/16	43⅝	Opt	Buda HM-199
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	715	No	23¼	27 1/16	43⅝	Opt	Buda HM-205
Car	9.50	42.0	Car	None	No	2.12x1.62	7	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	890	No	22⅝	28 11/16	54½	3	Buda HM-298
Car	9.50	42.0	Car	None	No	2.12x1.62	7	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	880	No	22⅝	28 11/16	54½	3	Buda HM-240
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1100	1250	No	24 11/16	29½	60 11/16	Yes	Buda KM-369
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1200	1260	No	24 11/16	29½	60 11/16	Yes	Buda KM-393
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1200	1300	No	24 11/16	29½	60 11/16	Yes	Buda KM-428
Car	11.00	66.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1100	1315	No	25 1/16	31 11/16	60 11/16	Yes	Buda LM-468
Car	11.00	66.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			900	1320	No	25 1/16	31 11/16	60 11/16	Yes	Buda LM-525
ASt	13.25	138.6	Car	None	No	3.00x2.25	4	3.00x2.25	3.00x3.69	abede	Gear	Pump	Gear	NP			1100	1660	No	25½	35¾	70 11/16	1	Buda GM-572
ASt	13.25	138.6	Car	None	No	3.00x2.25	4	3.00x2.25	3.00x3.69	abede	Gear	Pump	Gear	NP			1100	1675	No	25½	35¾	70 11/16	1	Buda GM-638
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	760		23¼	27 1/16	51 1/16	Opt	Buda HM-173-R
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	770	No	23¼	27 1/16	51 1/16	Opt	Buda HM-199-R
Car	9.50	42.0	Car	None	No	2.12x1.62	5	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	770	No	23¼	27 1/16	51 1/16	Opt	Buda HM-205-R
Car	9.50	42.0	Car	None	No	2.12x1.62	7	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	940	No	22⅝	28 11/16	59 11/16	3	Buda HM-260-R
Car	9.50	42.0	Car	None	No	2.12x1.62	7	3.00x1.50	3.00x2.12	abede	Gear	Pump	Gear	NP			1200	950	No	22⅝	28 11/16	59 11/16	3	Buda HM-298-R
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1100	1380	No	24 11/16	29½	65 1/16	Yes	Buda KM-369-R
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1200	1390	No	24 11/16	29½	65 1/16	Yes	Buda KM-393-R
Car	9.50	58.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1200	1430	No	24 11/16	29½	65 1/16	Yes	Buda KM-428-R
Car	11.00	66.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			1100	1470	No	25 1/16	31 11/16	68½	Yes	Buda LM-468-R
Car	11.00	66.0	Car	None	No	2.37x1.75	7	3.00x1.75	3.00x2.50	abede	Gear	Pump	Gear	NP			900	1475	No	25 1/16	31 11/16	68½	Yes	Buda LM-525-R
ASt	13.25	138.6	Car	None	No	3.00x2.25	4	3.00x2.25	3.00x3.69	abede	Gear	Pump	Gear	NP			1100	1900	No	25½	35¾	84 11/16	1	Buda GM-638-R
ASt	13.25	138.6	Car		No	3.00x2.25	4	3.00x2.25	3.00x3.69	abede	Gear	Pump	Gear	NP			1100	1870		25½	35¾	84 11/16	1	Buda GM-572-R
ASt	10.25	34.0	Car	None	No	1.87x2.17	3	2.25x2.87	2.18x3.00		Pist	Opt		Gear	Cent	1500	850	550		25¾	32	40	No	Buffalo BA
ASt	21.00	352.0	Car	None	No	3.75x4.50	7	4.25x7.00	4.25x7.00	abce	Gear	Opt		Gear	Cent	900	550	9500	No	48½	52	118	No	Buffalo 6ATT
ASt	21.00	352.0	Car	None	No	3.75x4.50	7	4.25x7.00	4.25x7.00	abce	Gear	Opt		Gear	Cent	900	550	9500	No	48½	52	118	No	Buffalo 6ATT
ASt	14.00	136.0	ChrM	None	No	3.00x2.37	5	3.12x4.50	3.12x4.12	abcf	Gear	Opt		Gear	Cent	1200	1200	2740	No	31½	49½	56½	2	Buffalo 6RA
ASt	14.00	136.0	ChrM	None	No	3.00x2.37	7	3.12x4.50	3.12x4.12	abcf	Gear	Opt		Gear	Cent	1500	1200	3340	No	31½	49½	73	2	Buffalo 6RA
ASt	14.00	136.0	ChrM	None	No	3.00x2.37	9	3.12x4.50	3.12x4.12	abcf	Gear	Opt		Gear	Cent	1200	1200	3940	No	31½	49½	90	2	Buffalo 8RA
ASt	12.00		ChN	None	No	2.37x2.50	7	2.62x	2.62x	abce	Gear	Pump	Gear	NP					No	30	39 1/16	84	No	Capitol LA-12
ASt	10.94		ChN		No	3.00x2.50	7	3.25x	3.25x	abce	Gear	Pump	Gear	NP				1950	No	33⅞	39¼	98⅝	No	Capitol T-12
ASt	7.94		Car	None	Yes	1.94x1.25	4	2.25x1.12	2.25x1.87	abce	Gear	Pump	Vane	NP					No	24		43	No	Chrysler Ace C
ASt	7.94		Car	None	Yes	1.94x1.25	4	2.25x1.12	2.25x1.87	abce	Gear	Pump	Vane	NP					No	24		53	No	Chrysler Ace CR
ASt	8.75		Car	None	Yes	1.94x1.37	4	2.25x1.62	2.25x2.12	abce	Gear	Pump	Vane	NP					No	24		45	No	Chrysler Crown A & C
ASt	8.75		Car		Yes	1.94x1.37	4	2.25x1.62	2.25x2.12	abce	Gear	Pump	Vane	NP					No	24		55	No	Chrysler Crown CR
ASt	10.44		Car	None	Yes	2.19x1.37	7	2.62x1.87	2.62x3.25	abce	Gear	Pump	Gear	NP					No	27		53½	No	Chrysler Imperial A & C
ASt	10.44		Car	None	Yes	2.19x1.37	7	2.62x1.87	2.62x3.25	abce	Gear	Pump	Gear	NP					No	27		64	No	Chrysler Imperial AMR
ASt	10.00		Car	None	Yes	2.19x1.37	9	2.75x1.69	2.75x3.25	abce	Gear	Pump	Gear	NP					No	27		59¼	No	Chrysler Majestic C
ASt	10.00		Car	None		2.19x1.37	9	2.75x1.69	2.75x3.25	abce	Gear	Pump	Gear	NP					No	27		69½	No	Chrysler Majestic CMR

Ind—Industrial.
Int—Integral.
I—Valve in Head; overhead camshaft
L—Valves at side. ("L" head).
M-L—Mechanical Lubrication.
Mag—Magnesium.
Mar—Marine.
Nich—Nichrome.

Nicl—Nickel Iron.
NicS—Nickel Steel.
NP—No provision.
Opt—Optional.
Plng—Plunger.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.

Ro—Rotary Valve
Sep—Separate.
Sil—Silichrome Steel
Sl—Sleeve.
Spec—Special.
SpB—Spiral Bevel.
SpP—Splash with pressure.
SS—Semi Steel.

Sth—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.
Tun—Tungsten.
Van Bl'k—Van Blerck.

Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
‡—Additional Models and Specifications available upon request.
⊥—Red Wing Motor Co.

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	Cylinders: Head	Cylinders: No. Cast in One Piece	Crankcase Upper Half: Integral with Cylinders?	Crankcase Upper Half: Material	Crankcase: Material (Lower Half)	Valves: Arrangement	Valves: Head Material	Valves: Clear Diameter (Ins.)	Valves: Lift (Ins.)	Front End Drive: Type	Front End Drive: Non-Metallic Gear Used On?	Pistons: Material	Pistons: Length (Ins.)	Pistons: Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins: Diameter and Length (Ins.)	Piston Pins: Pin Bearing In	Number of Rings per Piston
Climax K & KU	Tractors	4-5x6½	40.00	57-1200	510.4	4.20	4	Det.	2	Sep.	SS	Iron	L	Sil	2.25	.312	Heli	None	CI	5.75	132.0	1.36x4.75		3
Climax T & TU	Tractors	4-5½x7	48.50	77-1200	665.0	4.10	4	Det.	2	Sep.	SS	Iron	L	Sil	2.25	.312	Spur	None	CI	7.00	168.0	1.50x5.19		4
Climax R4U	Tractors	4-6x7	57.6	95-1200	791.6	4.42	4	Det.	2	Sep.	SS	Iron	L	Sil	2.50	.375	Heli	None	CI	6.94	220.0	1.48x5.37		4
Climax RBU	Tractors	6-5½x7	72.5	115-1200	997.5	4.34	4	Det.	2	Sep.	SS	Iron	L	Sil	2.50	.375	Heli	None	CI	6.94	168.0	1.48x4.87		4
Climax RBI	Tractors	6-5½x7	77.3	145-1200	997.5	4.20	4	Det.	2	Sep.	SS	Iron	I	Sil	2.25	.500	Heli	None	CI	6.94	168.0	1.48x4.87		4
Climax R4I	Tractors	4-6x7	57.6	112-1200	791.6	4.20	4	Det.	2	Sep.	SS	Iron	I	Sil	2.25	.500	Heli	None	CI	6.94	216.0	1.48x5.37		4
Climax R6I	Tractors	6-6x7	86.4	165-1200	1187.4	4.20	4	Det.	2	Sep.	SS	Iron	I	Sil	2.25	.500	Heli	None	CI	6.94	216.0	1.48x5.37		4
Climax N4B	Tractors	4-5¾x6½	52.9	100-1200	675.0	4.3	3	Det.	4	Int.	SS	Iron	I	Sil	2.25	.500	Heli	None	CI			1.48x5.25		4
Climax G4A	T, Tr.	4-4⅛x5¼	27.2	39-1200	281.0	4.1	3	Det.	4	Int.	SS	Iron	I	Sil	1.75	.406	Heli	None	CI	4.37	70.0	1.31x3.87		4
Climax G4B	T, Tr.	4-4⅜x5¼	30.6	44-1200	316.0	4.1	3	Det.	4	Int.	SS	Iron	I	Sil	1.75	.406	Heli	None	CI	4.75	80.0	1.31x4.12		4
Climax H4A	Tractors	4-4¾x6¼	36.1	62-1200	443.0	4.1	3	Det.	4	Int.	SS	Iron	I	Sil	2.12	.437	Heli	None	CI	5.87	120.0	1.50x4.00		4
Climax H4B	Tractors	4-5⅛x6¼	42.0	70-1200	516.0	4.1	3	Det.	4	Int.	SS	Iron	I	Sil	2.12	.437	Heli	None	CI	5.87	142.0	1.50x4.31		4
Climax R6U	Tractors	6-6x7	86.4	140-1200	1187.4	4.42	4	Det.	2	Sep.	SS	Iron	L	Sil	2.50	.375	Heli	None	CI	6.94	216.0	1.48x5.37		4
Continental 25A	Trucks	6-3⅜x4	27.34	72-3400	214.71	4.93	3	Det.	6	Int.	ChNI	PS	L	ChN°	1.44†	.344	Chain		Als	3.94		.86x2.87		4
Continental 15H	T, Buses	6-4½x5¾	48.6	109-2000	548.7	4.32	3	Det.	6	Sep.	Al	Al	L	ChN°	2.12†	.375	Heli	None	AS	5.94		1.50x3.75		5
Continental 16H	T, Buses	6-4¾x5¾	54.15	120-2000	611.34	4.07	3	Det.	6	Sep.	Al	Al	L	ChN°	2.12†	.375	Heli		AS	6.25		1.50x4.06		5
Continental 12K	T, Buses	8-3⅝x4½	36.45	114-3300	322.85	5.10	4	Det.	8	Int.	Iron	PS	L	ChN°	1.50†	.370	Chain		AS	3.94		.86x2.87		4
Continental 20R	T, Buses	6-4⅛x4¾	40.9	106-2600	380.88	4.75	3	Det.	6	Int.	ChNI	PS	I	ChN°	1.81†	.448	Chain		Al	5.31		1.25x3.44		4
Continental 21R	T, Buses	6-4⅜x4¾	46.0	118-25.0	428.4	4.62	3	Det.	6	Int.	ChNI	PS	I	ChN°	1.81†	.448	Chain		Al	5.31		1.25x3.69		4
Continental 22R	T, Buses	6-4½x5¼	48.6	138-2400	501.0	4.50	3	Det.	6	Int.	ChNI	PS	I	ChN°	1.81†	.448	Chain		Al	5.94		1.50x3.72		4
Continental E600	Trucks, Buses	6-3¼x4½	32.60	73-2700	288.3	4.67	3		6	Int.	ChNI	PS	L	ChN°	1.81†	.406	Heli	None	CNI	5.31		1.25x3.09		4
Continental E601	Trucks, Buses	6-3⅞x4½	36.00	80-2650	318.4	4.54	3	Det.	6	Int.	ChNI	PS	L	ChN°	1.81†	.406	Heli		CNI	5.31		1.25x3.09		4
Continental E602	Trucks, Buses	6-4⅛x4½	40.80	90-2550	360.7	4.46	3	Det.	6	Int.	ChNI	PS	L	ChN°	1.81†	.406	Heli		CNI	5.31		1.25x3.44		4
Continental E603	Trucks, Buses	6-4¼x4½	43.35	95-2500	383.0	4.54	3	Det.	6	Int.	ChNI	PS	I	ChN°	1.81†	.406	Heli		CNI	5.31		1.25x3.44		4
Continental W10	Trucks	4-3⅞x4¼	24.02	50-2700	200.48	4.74	3, 4	Det.	4	Int.	ChNI	PS	L	ChN°	1.62†	.343	Chain		Al	4.44		1.00x3.40		4
Continental W20	Trucks	4-4⅛x4¼	27.22	53.5-2400	227.19	4.69	3, 4	Det.	4	Int.	ChNI	PS	L	ChN°	1.62†	.343	Chain		Al	4.44		1.00x3.40		4
Continental 41A	Cars	6-3⅜x4	27.34	85-3500	214.7	5.15	3	Det.	6	Int.	Iron	PS	L	ChN°	1.56	.344	Chain		Al	3.94		.859x2.87		4
Continental C400	Cars	4-3⅜x4	18.22	40-2600	143.12	5.13	3	Det.	4	Int.	Iron	PS	L	ChN°	1.19	.281	Chain		CI	3.75		.859x2.87		3
Continental C600	Cars	6-3x4	21.6	66-3500	169.64	5.21	3	Det.	6	Int.	Iron	PS	L	ChN°	1.19	.246	Chain		CI			.859x2.50		3
Continental 20C	T, Buses	6-3⅜x4⅝	27.34	70-3000	248.2	5.36	3	Det.	6	Int.	Iron	PS	L	ChN°	1.44	.344	Chain		Al	3.94		.859x2.87		4
Elco F-6	Marine	6-4¾x6		120-1600	638	4.71	4	Det.	2	Sep.	SS	SS	F	ChN	2.50	3.03	Heli	None	Al	6.12	77	1.37x4		4
Elco F-42	Marine	4-5x6		90-1600	471.0	5.00	4	Det.	2	Sep.	SS	SS	F	ChN°	2.50	.303†	Heli	None	AS	6.12	77.0	1.37x4.17		4
Elco F-62	Marine	6-5x6		145-1600	707.0	5.00	4	Det.	2	Sep.	SS	SS	F	ChN°	2.50	.303†	Heli	None	AS	6.12	77.0	1.37x4.17		4
Elto‡ 436	Outboard	1-2x1⅝		2.2-3500	5.00								Ro	Ro	Ro									2
Elto‡ Racing Super C	Outboard	2-2¾x2½		30.6-6000	30.0								Ro	Ro	Ro									2
Elto‡ Fleetwin 450	Outboard	2-2¼x1⅞		8.5-4000	15.0								Ro	Ro	Ro									2
Erd S-4	Marine	4-3⅜x5.		42.5-2100	179.0	4.75	4	Det.	4	Int.	SS	Al°	L	Sil	1.75	.320	Spur	None	CI	4.00	34.0	.875x3.19		3
Hall-Scott 147	T, Buses	6-4x5	38.40	88-2200	377.0	4.90	3	Det.	6	Sep.	SS°	Al	I	Sil	1.94	.312	Chain		Al	4.50	40.80	1.00x3.44		4
Hall-Scott 155	T, Buses	6-4¼x5½	43.35	95-2000	468.0	4.74	3	Det.	6	Sep.	Al	Al	I	Sil°	1.94	.312	Chain		Al	4.56	52.00	1.25x3.34		6
Hall-Scott 160	T, Buses	6-4¼x5½	43.35	120-2400	468.0	4.42	3	Det.	6	Sep.	Al	Al	I	ChN	2.06	.343	Chain		Al	5.37	56.00	1.25x3.34		6
Hall-Scott 165	T, Tr.	4-4¼x5½	28.90	60-1800	312.0	4.39	3	Det.	4	Sep.	Iron	Iron	I	Sil	1.94†	.312	Chain		Al	5.22	56.90	1.25x3.25		6
Hall-Scott 167	T, Tr.	4-4¾x5½	36.10	68-1800	390.0	4.40	3	Det.	4	Sep.	Iron	Iron	I	Sil	2.06	.312	Chain		Al	5.00	69.40	1.25x3.75		6
Hall-Scott 175	Buses, T.	6-5x6	60.00	164-2000	707.0	4.42	3	Det.	6	Sep.	Al	Al	I	ChN	2.32	.406	Chain		Al	5.12	87.40	1.37x3.81		6
Hall-Scott 180	Buses	6-5x6	60.0	175-2200	707.0	4.60	3	Det.	6	Int.	Iron	Al	I	ChN	2.63	.500	Chain		Al	5.84	91.5	1.38x3.81		4
Hall-Scott 178	Marine	4-4½x5½	28.9	65-1880	312.0	4.03		Det.	4	Sep.	Iron	Iron	I	Sil	1.94	.312	Chain		Al	5.03	56.8	1.25x3.25		6
Hall-Scott 179	Marine	4-4¼x5½	28.9	53-1800	312.0	4.03		Det.	4	Sep.	Iron	Iron	I	Sil	1.94	.312	Chain		Al	5.03	56.8	1.25x3.25		6
Hall-Scott 116, 117	Marine	6-4¼x5½	43.3	98-2000	468.0	4.74		Det.	6	Sep.	Al	Iron	I		2.06	.312	Chain		Al	4.56	52.0	1.25x3.59		6
Hall-Scott 157, 158	Marine	6-5x7.	60.0	191-1800	825.0	4.84		Det.	6	Sep.	Al	Iron	I	ChN°	2.51	.312	Chain		Al	4.92	78.6	1.25x4.00		5
Hall-Scott 168, 169	Marine	6-5½x7	72.6	264-2100	998.0	5.07		Det.	6	Int.	Al	Al	I	ChN°	2.63	.500	Chain		Al	5.31	94.6	1.38x4.41		5
Hall-Scott 163, 164	Marine	6-4¼x5½	43.3	101-1800	468.0	4.43		Det.	6	Sep.	Al	Iron	I	ChN°	2.06	.343	Chain		Al	5.38	56.00	1.25x3.34		6
Hall-Scott 300, 350	Rail Cars	6-7½x9	135.0	373-1100	2386.0	3.62		Det.	6	Sep.	Al	Al	I	ChN°	2.51	.312	Heli		Al	8.25	276.0	2.25x5.94		5
Hercules E	T, Tr, B, M	4-5x5¾	40.00	74-1600	451.4		3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	2.00	.326	Heli	None	CI	5.25	106.5	1.50x4.50	Pist.	4
Hercules G	T, Tr, M	4-4¾x5¾	36.10	62.5-1600	407.6		3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	2.00	.326	Heli	None	CI	5.25	103.0	1.50x4.25	Pist.	4
Hercules K	T, Tr, B, M	4-4¼x5¾	28.90	54-1600	326.3		3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	2.00	.326	Heli	None	CI°	5.25	82.5°	1.50x3.75	Pist.	4
Hercules L	T, Tr, B, M	4-4½x5¾	32.40	59-1600	365.8		3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	2.00	.326	Heli	None	CI	5.25	95.5	1.50x4.00	Pist.	4
Hercules IX	T, Tr, B, M	4-2½x4	10.00	28-3200	78.5	5.20	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.25†	.250	Heli	None	CI°	2.44	18.0°	.75x2.19	Pist.	3
Hercules IXA	T, Tr, B, M	4-3x4	14.40	40-3200	113.0	5.50	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.25†	.250	Heli	None	CI°	3.06°	28.0°	.75x2.56	Pist.	3
Hercules IXB	T, Tr, B, M	4-3¼x4	16.90	46.5-3200	133.0	5.20	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.25†	.250	Heli	None	CI°	3.06	29.5°	.75x2.81	Pist.	3
Hercules HXA	T, Tr, B, M	6-4¾x6	54.2	132-2000	638.0	4.50	3, 4	Det.	3	Sep.	Al	PS	L	Sil-e	2.12†	.468	Heli	None	Al	6.50	89.5	1.50x4.19		4
Hercules HXB	T, Tr, B, M	6-5x6	60.0	148-2000	707.0	4.50	3, 4	Det.	3	Sep.	Al	PS	L	Sil-e	2.12†	.468	Heli	None	Al	6.50	95.0	1.50x4.44		4
Hercules HXC	T, Tr, B, M	6-5¼x6	66.2	164-2000	779.0	4.50	3, 4	Det.	3	Sep.	Al	PS	L	Sil-e	2.12†	.468	Heli	None	Al	6.87	105.0	1.50x4.56		4
Hercules HXD	T, Tr, B, M	6-5½x6	72.8	180-2000	855.0	4.50	3, 4	Det.	3	Sep.	Al	PS	L	Sil-e	2.12†	.468	Heli	None	Al	6.87	117.5	1.50x4.81		4
Hercules HXE	T, Tr, B, M	6-5¾x6	79.4	198-2000	935.0	4.50	3, 4	Det.	3	Sep.	Al	PS	L	Sil-e	2.12†	.468	Heli	None	Al	7.25	127.5	1.50x5.06		4
Hercules JXA	T, Tr, B, M	6-3⅜x4¼	27.34	59.3-2800	228.0	4.70	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.50†	.322	Heli	None	CI°	4.37	43.0°	1.00x2.91	Pist.	4
Hercules JXB	T, Tr, B, M	6-3⅝x4¼	31.54	68.2-2200	263.0	5.40	3, 4	Int.	6	Int.	Iron	PS	L	Sil-e	1.50†	.322	Heli	None	CI°	4.19	48.0°	1.00x3.16	Pist.	4
Hercules JXC	T, Tr, B, M	6-3¾x4¼	33.75	73-2800	282.0	5.35	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.50†	.322	Heli	None	CI°	4.12	56.5°	1.00x3.37	Pist.	3
Hercules OX	T, Tr, B, M	4-4x5	25.60	46-2000	251.3	4.30	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.62	.326	Heli	None	CI	4.87	67.5	1.37x2.37	Pist.	4
Hercules OXC	T, Tr, B, M	4-4¼x5	28.90	56-2000	283.5	4.30	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.62	.326	Heli	None	CI	4.87	73.5	1.37x2.37	Pist.	4
Hercules OOA	T, Tr, B, M	4-3½x4½	19.60	34.5-2000	173.2	4.20	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.50†	.326	Heli	None	CI°	4.31	49.0	1.00x3.12	Pist.	3
Hercules OOB	T, Tr, B, M	4-3¾x4½	22.50	38-2000	198.8	4.20	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.50†	.326	Heli	None	CI°	4.12	56.5°	1.00x3.37	Pist.	3
Hercules OOC	T, Tr, B, M	4-4x4½	25.60	41-2000	226.2	4.20	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	1.50†	.326	Heli	None	CI°	4.31	56.0	1.00x3.62	Pist.	3
Hercules RXB	T, Tr, B, M	6-4⅛x5¼	48.60	110-2200	500.9	4.95	3, 4	Det.	6	Int.	ChNI	PS	L	Sil-e	1.75	.388	Heli	None	Al	4.87	60.0	1.25x3.94		4
Hercules RXC	T, Tr, B, M	6-4⅝x5¼	51.34	114-2200	529.2	4.95	3, 4	Det.	6	Int.	ChNI	PS	L	Sil-e	1.75	.388	Heli	None	Al	4.87	62.0	1.25x4.06		4
Hercules TX	T, Tr, B, M	4-5½x7	48.40	88-1200	665.0	3.84	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	2.50	.375	Heli	None	CI	7.00	196.5	1.87x4.87	Pist.	4
Hercules TXA	T, Tr, B, M	4-6x7	57.60	98-1200	792.0	3.84	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	2.50	.375	Heli	None	CI	7.00	222.5	1.87x5.37	Pist.	4
Hercules TXO	T, Tr, B, M	4-6⅜x7	65.00	112-1200	894.0	3.84	3, 4	Det.	4	Int.	Iron	PS	L	Sil-e	2.50	.375	Heli	None	CI°	7.00	240.0	1.87x5.75	Pist.	4
Hercules WXB	T, Tr, B, M	6-3¾x4½	33.75	68.2-2400	298.0	4.70	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.62†	.356	Heli	None	CI°	4.56°	56.0°	1.12x3.37	Pist.	4
Hercules WXC	T, Tr, B, M	6-4x4½	38.40	75.5-2400	339.0	4.70	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.62†	.356	Heli	None	CI°	4.56°	64.5°	1.12x3.56	Pist.	4
Hercules ZXA		4-2½x3	10.00	24.8-3600	58.80	6.10	3, 4		4	Int.	Iron	PS	L	Sil-e	1.00	.200			Al	2.69		.718x2.19	Pist.	3
Hercules ZXB		4-2⅝x3	11.00	22.5-3600	64.90	6.10	3, 4		4	Int.	Iron	PS	L	Sil-e	1.00	.200			Al	2.69		.718x2.31	Pist.	3
Hercules WXC-2	T, Tr, B, M	6-4½x4½	40.30	82-2400	360.8	4.70	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.62†	.356	Heli	None	CI°	4.56°	65.0°	1.12x3.62	Pist.	4
Hercules WXC-3	T, Tr, B, M	6-4½x4½	43.3	91.5-2400	383.0	4.70	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.62†	.356	Heli	None	CI°	4.56°	83.0°	1.12x3.69	Pist.	4
Hercules YXB	T, Tr, B, M	6-4¼x4¾	38.4	80-2200	358.1	4.40	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.75	.388	Heli	None	CI	4.87	64.0	1.25x3.56	Pist.	4
Hercules YXC	T, Tr, B, M	6-4⅜x4¼	45.9	94-2200	428.4	4.40	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.75	.388	Heli	None	CI°	4.87	79.5	1.25x3.94	Pist.	4
Hercules YXC-2	T, Tr, B, M	6-4½x4¼	48.6	98-2200	453.0	4.40	3, 4	Det.	6	Int.	Iron	PS	L	Sil-e	1.75	.388	Heli	None	CI°	4.87	85.0°	1.25x3.94	Pist.	4

ABBREVIATIONS:
a—Main Bearings.
Accx—Accessories Drive.
Air C—Air Cooled.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
AS—Composite Aluminum and Alloy Steel Strut
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChM—Chrome Molybdenum
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChNI—Chrome Nickel Iron.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
CNI—Cast Nickel Iron
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Hl—Horizontal in head
Heli—Helical.
I—Both valves in head.

ENGINES—Continued

Connecting Rods: Material	Connecting Rods: Center to Center Length (Ins.)	Connecting Rods: Weight (with Bushings and Cap) Ozs.	Crankshaft: Material	Crankshaft: Offset (Ins.)	Crankshaft: Counterbalances Used?	Crankshaft: Crank Pin Diameter and Length (Ins.)	Crankshaft: Main Bearings Number	Main Bearings Diameter and Length (Ins.): Front	Main Bearings Diameter and Length (Ins.): Rear	Oiling System: Pressure to	Oiling System: Pump Type	Water Circulation: Type	Water Circulation: Pump Type	Governor: Furnished?	Governor: Type	Governor: Maximum Governed Speed (R.P.M.)	Miscellaneous: Speed at which Maximum Torque is Developed (R.P.M.)	Miscellaneous: Weight (without Carburetor or Ignition) Lbs.	Miscellaneous: Adapted for Use of Kerosene?	Miscellaneous: Overall Dimensions (Ins.): Width	Overall Dimensions (Ins.): Height	Overall Dimensions (Ins.): Length	Bell Housing Provided? S.A.E. Numbers	Make and Model
Car...	13.00	111.0	ChN..	None....	No...	2.25x3.00	3	2.19x3.25	2.31x4.37	abce....	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	1100	Yes..	23½	39¾	49½	2	Climax.....K & KU
Car...	14.00	179.0	ChN..	None....	No...	2.50x3.50	3	2.50x3.75	2.50x4.50	abce....	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	1550	Yes..	26	43⅞	55⅝	1	Climax.....T & TU
ASt...	16.00	216.0	ChN..	None...	No...	3.00x3.50	3	3.25x3.66	3.25x4.50	abce....	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	2000	No...	31 1/16	46¼	57 3/16	0, 1	Climax.....R4U
ASt...	16.00	216.0	ChN..	None...	.....	3.00x3.25	4	3.25x3.66	3.25x4.50	abce....	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	2660	No...	29 7/16	46 3/16	73 11/16	0, 1	Climax.....RBU
ASt...	16.00	216.0	ChN..	None...	.....	3.00x3.50	4	3.25x3.66	3.25x4.50	abcef...	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	3200	Yes..	29 7/16	49	73 11/16	0, 1	Climax.....RBI
ASt...	16.00	220.0	ChN..	None...	No...	3.00x3.50	3	3.25x3.81	3.25x4.50	abcef...	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	2300	Yes..	31 1/16	49½	57 3/16	0, 1	Climax.....R4I
ASt...	16.00	220.0	ChN..	None...	Yes...	3.00x3.25	4	3.25x3.81	3.25x4.50	abcef...	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	3200	Yes..	29 7/16	51	73 11/16	0, 1	Climax.....R6I
ASt...	14.00	194 0	Car...	None...	.....	3.00x3.00	3	3.25x3.50	3.25x3.50	abcef...	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	2300	Yes..	30½	46	53¼	1	Climax.....N4B
Car...	10.50	167.0	Car...	None...	No...	2.37x2.12	3	2.37x2.31	2.37x2.75	abcdef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	800	825	Yes..	25¾	35	40⅛	2	Climax.....G4A
Car...	10.50	167.0	Car...	None...	No...	2.37x2.12	3	2.37x2.31	2.37x2.31	abcdef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	800	825	Yes..	25¾	35	40⅛	2	Climax.....G4B
Car...	11.75	139.0	Car...	None...	No...	2.75x2.50	3	3.00x2.87	3.00x3.62	abcdef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	800	1350	Yes..	28¾	41	47¾	1	Climax.....H4A
Car...	11.75	139.0	Car...	None...	No...	2.75x2.50	3	3.00x2.87	3.00x2.87	abcdef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	800	1350	Yes..	28¾	41⅝	47¾	1	Climax.....H4B
ASt...	16.00	220.0	ChN..	None...	Yes...	3.00x3.75	4	3.25x3.81	3.25x4.50	abce....	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	2660	No...	29 7/16	46 3/16	73 11/16	0, 1	Climax.....R6U
Car...	8.37	...	Car...	None...	No...	2.00x1.37	4	2.37x1.44	2.37x1.87	abc....	Gear..	Pump...	Cent..	NP...	.....	.....	1200	512	No...	26¾	29 1/32	36 11/16	4	Continental.....25A
Car...	13.50	...	ChVa.	None...	Yes...	3.00x2.12	7	3.00x3.00	3.00x2.75	abcde...	Gear..	Pump...	Cent..	Opt...	Cent°.	1800	1150	1525	No...	28¾	41 11/32	51 11/16	1	Continental.....15H
Car...	13.50	...	ChVa.	None...	Yes...	3.00x2.12	7	3.00x3.00	3.00x2.75	abcde...	Gear..	Pump...	Cent..	Opt...	Cent°.	1700	800	1490	No...	28¾	41 11/32	51 11/16	1	Continental.....16H
Car...	9.00	...	Car...	None...	No...	2.25x1.50	5	2.62x1.66	2.62x2.53	abce....	Gear..	Pump...	Cent..	NP...	.....	.....	2000	740	No...	25⅞	33½	47⅞	4	Continental.....12K
Car...	9.50	...	ChVa.	None...	No...	2.50x1.81	7	2.75x1.75	2.75x2.62	abce....	Gear..	Pump...	Cent..	Opt...	Suct°..	2300	1200	1189	No...	25¾	36 21/32	55 3/16	2, 3	Continental.....20R
Car...	9.50	...	ChVa.	None...	No...	2.50x1.81	7	2.75x1.75	2.75x2.62	abce....	Gear..	Pump...	Cent..	Opt...	Cent°.	2300	1200	1244	No...	25¾	36 21/32	55 3/16	2, 3	Continental.....21R
Car...	10.50	...	ChVa.	None...	Yes...	2.75x1.81	7	2.75x1.75	2.75x2.62	abce....	Gear..	Pump...	Cent..	Opt...	Cent°.	2200	1200	1334	No...	26 3/16	39 3/16	55 3/16	2, 3	Continental.....22R
Car...	9.00	...	Car...	None...	No...	2.37x1.81	7	2.62x1.66	2.62x2.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent°.	2500	900	903	No...	26¾	33 1/32	44 11/16	3, 2	Continental.....E600
Car...	9.00	...	Car...	None...	No...	2.37x1.81	7	2.62x1.66	2.62x2.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent°.	2500	800	906	No...	26¾	33 1/32	44 11/16	3, 2	Continental.....E601
Car...	9.00	...	Car...	None...	No...	2.37x1.81	7	2.62x1.66	2.62x2.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent°.	2400	900	917	No...	26¾	33 1/32	44 11/16	3, 2	Continental.....E602
Car...	9.00	...	Car...	None...	No...	2.37x1.81	7	2.62x1.66	2.62x1.66	abce....	Gear..	Pump...	Cent..	Opt...	Cent°.	2500	800	895	No...	26¾	33 1/32	44 11/16	3, 2	Continental.....E603
Car...	8.00	...	Car...	None...	No...	2.00x1.75	3	2.12x1.62	2.12x2.12	abce....	Gear..	Pump...	Cent..	Opt...	Suct°..	.....	1200	510	No...	26	31 11/32	34 11/16	4	Continental.....W10
Car...	8.00	...	Car...	None...	No...	2.00x1.75	3	2.12x1.62	2.12x2.12	abce....	Gear..	Pump...	Cent..	Opt...	Suct..	.....	1200	510	No...	26	31 11/32	34 11/16	4	Continental.....W20
Car...	8.37	...	Car...	None...	Yes...	2.12x1.37	4	2.37x1.44	2.37x1.87	abcd....	Gear..	Pump...	Cent..	NP...	.....	.....	1250	535	No...	26¾	29 1/32	36 11/16	4	Continental.....41A
Car...	7.00	...	Car...	None...	No...	1.75x1.37	3	1.75x1.39	1.75x1.56	abc....	Gear..	Pump...	Cent..	NP...	.....	.....	1200	267	No...	19 15/16	26½	29 11/16	4	Continental.....C400
Car...	7.00	...	Car...	None...	No...	1.87x1.25	4	2.12x1.41	2.12x1.66	abc....	Gear..	Pump...	Cent..	NP...	.....	.....	1250	351	No...	19 7/16	32 1/16	36 7/16	4	Continental.....C600
Car...	9.00	...	Car...	None...	No...	2.12x1.37	7	2.37x1.78	2.37x2.19	abc....	Gear..	Pump...	Cent..	NP...	.....	.....	1200	634	No...	26 7/16	32 11/32	39 11/32	3, 4	Continental.....20C
Car...	12.75	132	ChN..	3.00	.....	2.37x3.00	4	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	NP...	.....	.....	1000	1750	No...	27	37 1/16	85 1/16	Own	Elco.....F-6
Car...	12.75	132.0	ChN..	3.00	Yes...	2.37x3.00	3	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	NP...	None..	.....	1050	1450	No...	27	37 1/16	70 11/16	Own	Elco.....F-42
Car...	12.75	132.0	ChN..	3.00	Yes...	2.37x3.00	4	2.62x3.31	2.62x4.00	abcdef...	Gear..	Pump...	Gear..	NP...	None..	.....	1050	1900	No...	27	37 1/16	87 3/16	Own	Elco.....F-62
.....	...	...	.....	.....	.....	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Elto‡.....436
.....	...	...	.....	.....	.....	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Elto‡.....Racing Super C
.....	...	...	.....	.....	.....	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Elto‡.....Fleetwin 450
ASt...	10.00	48.0	Car...	0.62	No...	2.00x2.00	3	2.00x2.62	2.00x3.62	abce....	Gear..	Pump...	Gear..	Opt...	.....	.....	1200	360	Yes..	20	26¾	52	3	Erd.....S-4
ASt...	11.00	75.00	ChN..	None...	No...	2.25x1.44	4	2.75x2.69	2.75x2.69	abcef...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	1100	1039	No...	25⅞	39	50 1/16	3	Hall-Scott.....147
ASt...	11.00	102.0	ChN..	None...	No...	2.25x2.00	4	2.75x2.19	2.75x3.19	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	2000	1000	1240	No...	34	39½	59½	3	Hall-Scott.....155
ASt...	11.00	101.0	ChM..	None...	Yes...	2.38x2.00	4	2.75x2.19	2.75x3.19	abcef...	Gear..	Pump...	Cent..	Opt...	Suct..	.....	1000	1230	No...	29 11/16	46⅛	55¼	3	Hall-Scott.....160
ASt...	11.00	105.0	ChN..	None...	No...	2.25x2.00	3	2.75x2.31	2.75x2.31	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1800	1100	1055	No...	26½	40½	46 11/16	2	Hall-Scott.....165
ASt...	11.00	101.0	ChN..	None...	No...	2.38x2.00	3	3.00x2.31	3.00x2.31	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1800	1100	1135	No...	29 11/16	40¾	49⅝	2	Hall-Scott.....167
ASt...	11.00	113.5	ChN..	None...	Yes...	2.50x2.00	7	3.25x1.44	3.25x2.44	abcef...	Gear..	Pump...	Cent..	Opt...	Cent..	2000	1200	1723	No...	37 1/16	43	59¼	2	Hall-Scott.....175
ASt...	11.00	103.0	ChN..	None...	Yes...	2.75x2.00	7	3.25x2.19	3.25x2.56	abcf....	Gear..	Pump...	Cent..	Stk...	Suct..	2200	1600	1725	No...	52 1/16	20 11/16	67⅝	2	Hall-Scott.....180
ASt...	11.00	105.0	ChN..	None...	No...	2.25x2.00	3	2.75x2.31	2.75x2.31	abcef...	Gear..	Pump...	Gear..	Stk...	Cent..	.....	1150	1800	No...	24⅝	39⅛	76 1/16	.....	Hall-Scott.....178
ASt...	11.00	105.0	ChN..	None...	No...	2.25x2.00	3	2.75x2.31	2.75x2.31	abcef...	Gear..	Pump...	Gear..	Opt...	Cent..	.....	1000	1430	No...	24⅝	39⅛	62⅝	.....	Hall-Scott.....179
ASt...	11.00	104.0	ChN..	None...	No...	2.25x2.00	4	2.75x2.63	2.75x3.63	abcef...	Gear..	Pump...	Gear..	Stk...	Cent..	.....	900	2050	No...	26½	42	99½	.....	Hall-Scott.....116, 117
ASt...	11.00	97.0	ChN..	None...	Yes...	2.38x2.00	7	2.75x2.44	2.75x4.56	abcf....	Gear..	Pump...	Gear..	NP...	.....	.....	1400	2750	No...	31½	43 1/16	93⅛	.....	Hall-Scott.....157, 158
ASt...	11.00	114.0	ChN..	None...	Yes...	2.50x2.13	7	2.75x1.94	2.75x1.94	abcf....	Gear..	Pump...	Gear..	NP...	.....	.....	1200	1890	.....	25	39⅛	74 1/16	.....	Hall-Scott.....168, 169
ASt...	11.00	101.0	ChM..	None...	Yes...	2.38x2.00	4	2.75x2.19	2.75x3.19	abcef...	Gear..	Pump...	Gear..	NP...	.....	.....	1400	.....	.....	29½	42⅝	90 11/16	.....	Hall-Scott.....163, 164
ASt...	11.00	432.0	Car...	None...	Yes...	4.12x3.00	7	4.12x4.25	4.12x6.37	abcf....	Gear..	Pump...	Cent..	Stk...	Cent..	.....	1050	...	Yes..	42½	63 11/16	83⅝	Yes...	Hall-Scott.....300, 350
1035	10.87	83.0	1045	None...	No...	2.50x2.62	3	3.00x3.37	3.00x3.50	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	890	Yes..	21 11/32	30⅛	41 1/16	1, 2	Hercules.....E
1035	10.87	83.0	1045	None...	No...	2.50x2.62	3	3.00x3.37	3.00x3.50	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	885	Yes..	21 11/32	30⅛	41 1/16	1, 2	Hercules.....G
1035	10.87	83.0	1045	None...	Yes...	2.50x2.62	3	3.00x3.37	3.00x3.50	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	875	Yes..	21 11/32	30⅛	41 1/16	1, 2	Hercules.....K
1035	10.87	83.0	1045	None...	No...	2.50x2.62	3	3.00x3.37	3.00x3.50	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	880	Yes..	21 11/32	30⅛	41 1/16	1, 2	Hercules.....L
3140	6.56	21.00	1045	None...	No...	1.75x1.12	3	2.00x1.56	2.00x1.62	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1800	2000	250	Yes..	16⅞	18¾	24 1/16	5, 6	Hercules.....IX
3140	6.56	21.00	1045	None...	No...	1.75x1.12	3	2.00x1.56	2.00x1.62	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1800	2000	283	Yes..	16⅞	18¾	24 1/16	5, 6	Hercules.....IXA
3140	6.56	21.00	1045	None...	No...	1.75x1.12	3	2.00x1.56	2.00x1.62	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1800	2000	291	Yes..	16⅞	18¾	24 1/16	5, 6	Hercules.....IXB
3140	12.00	143.0	1045	None...	No...	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde...	Gear..	Pump...	Cent..	Opt...	Cent..	1600	1000	1810	Yes..	24½	40½	54½	00, °	Hercules.....HXA
3140	12.00	143.0	1045	None...	No...	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde...	Gear..	Pump...	Cent..	Opt...	Cent..	1600	1000	1810	Yes..	24½	40½	54½	00, °	Hercules.....HXB
3140	12.00	143.0	1045	None...	No...	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde...	Gear..	Pump...	Cent..	Opt...	Cent..	1600	1000	1810	Yes..	24½	40½	54½	00, °	Hercules.....HXC
3140	12.00	160.0	1045	None...	No...	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde...	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	1830	Yes..	24½	40½	54½	00, °	Hercules.....HXD
3140	12.00	160.0	1045	None...	No...	3.00x2.25	7	3.50x2.75	3.50x3.50	abcde...	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	1830	Yes..	24½	40½	54½	00, °	Hercules.....HXE
1035	8.00	37.5	1045	None...	No...	2.00x1.50	7	2.50x1.31	2.50x2.12	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	550	Yes..	17⅝	23½	37⅝	3°	Hercules.....JXA
1035	8.00	37.5	1045	None...	No...	2.00x1.50	7	2.50x1.31	2.50x2.12	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	560	Yes..	17⅝	23½	37⅝	3°	Hercules.....JXB
1035	8.00	37.5	1045	None...	No...	2.00x1.50	7	2.50x1.31	2.50x2.12	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	565	Yes..	17⅝	23½	37⅝	3°	Hercules.....JXC
1035	9.50	58.5	1045	None...	No...	2.00x2.25	3	2.00x3.19	2.00x3.31	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1400	1000	655	Yes..	20 11/32	28 7/32	36 11/32	2, 3	Hercules.....OX
1035	9.50	58.5	1045	None...	No...	2.00x2.25	3	2.00x3.19	2.00x3.31	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1400	1000	655	Yes..	20 11/32	28 7/32	36 11/32	2, 3	Hercules.....OXC
1035	8.00	37.5	1045	None...	No...	2.00x1.50	3	2.00x2.00	2.00x2.62	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1800	1200	460	Yes..	17½	23¼	29⅞	4, 5	Hercules.....OOA
1035	8.00	37.5	1045	None...	No...	2.00x1.50	3	2.00x2.00	2.00x2.62	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1800	1000	460	Yes..	17½	23¼	29⅞	4, 5	Hercules.....OOB
1035	8.00	37.5	1045	None...	No...	2.00x1.50	3	2.00x2.00	2.00x2.62	ab....	Gear..	Opt...	Cent..	Opt...	Cent..	1800	1000	460	Yes..	17½	23¼	29⅞	4, 5	Hercules.....OOC
3140	9.37	81.0	1045	None...	No...	2.62x2.00	7	3.00x1.81	3.00x2.94	abe....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	1000	Yes..	21 11/32	31 11/16	45 3/16	2, 3	Hercules.....RXB
3140	9.37	81.0	1045	None...	No...	2.62x2.00	7	3.00x1.81	3.00x2.94	abe....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	1010	Yes..	21 11/32	31 11/16	45 3/16	2, 3	Hercules.....RXC
1035	13.25	178.0	1045	None...	No...	3.00x3.00	3	3.75x4.37	3.75x4.50	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	800	1800	Yes..	26 11/16	38	52½	1, 0	Hercules.....TX
1035	13.25	178.0	1045	None...	No...	3.00x3.00	3	3.75x4.37	3.75x4.50	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	800	1815	Yes..	26 11/16	38	52½	1, 0	Hercules.....TXA
1035	13.25	178.0	1045	None...	No...	3.00x3.00	3	3.75x4.37	3.75x4.50	ab....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	800	1850	Yes..	26 11/16	38	52½	1, 0	Hercules.....TXO
1035	9.12	51.5	1045	None...	No...	2.25x1.50	7	2.62x1.75	2.62x2.75	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	805	Yes..	21	27	41 11/16	3	Hercules.....WXB
1035	9.12	51.5	1045	None...	No...	2.25x1.50	7	2.62x1.75	2.62x2.75	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	805	Yes..	21	27	41 11/16	3	Hercules.....WXC
3140	5.12	...	1045	.....	.....	1.50x1.00	3	2x1.31	2.00x1.37	ab.....	.....	Opt...	.....	.....	.....	1800	2000	.....	.....	14¾	16 3/16	21 11/16	.....	Hercules.....ZXA
3140	5.12	...	1045	.....	.....	1.50x1.00	3	2x1.31	2.00x1.37	ab.....	.....	Opt...	.....	.....	.....	1800	2000	.....	.....	14¾	16 3/16	21 11/16	.....	Hercules.....ZXB
1035	9.12	51.5	1045	None...	No...	2.25x1.50	7	2.62x1.75	2.62x2.75	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	810	Yes..	21	27	41 11/16	3	Hercules.....WXC-2
1035	9.12	51.5	1045	None...	No...	2.25x1.50	7	2.62x1.75	2.62x2.75	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	820	Yes..	21	27	41 11/16	3	Hercules.....WXC-3
1035	9.62	64.5	1045	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	975	Yes..	21 11/32	31 11/16	45 3/16	2, 3	Hercules.....YXB
1035	9.62	64.5	1045	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	800	975	Yes..	21 11/32	31 11/16	45 3/16	2, 3	Hercules.....YXC
1035	9.62	64.5	1045	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	800	975	Yes..	21 11/32	31 11/16	45 3/16	2, 3	Hercules.....YXC-2

Ind—Industrial.
Int—Integral.
Io—Valve in Head; overhead camshaft.
L—Valves at side. ("L" head).
M-L—Mechanical Lubrication.
Mag—Magnesium.
Mar—Marine.
Nich—Nichrome.
Nicl—Nickel Iron.
NicS—Nickel Steel.

NP—No provision.
Opt—Optional.
Plng—Plunger.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.
Ro—Rotary Valve
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.

Spec—Special.
SpB—Spiral Bevel.
SpP—Splash with pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
‡—Additional Models and Specifications available upon request.
1—Red Wing Motor Co.

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	Number of Rings per Piston
Hercules YXC-3	T, Tr, B, M	6-4⅝x4¾	51.34	104-2200	478.8	4.40	3, 4	Det.	6	Int.	Iron	PS.	L	Sil-e.	1.75	.388	Heli	None	CI°	4.87	87.0°	1.25x4.06	Pist.	4
Kermath F	Marine	4-4⅜x5½		55-1500	330.0	4.80	6	Det.	4	Sep.	Al	Al	L	Sil	2.00	.375	Heli	None	Als	5.25	62.0	1.25x3.87		4
Kermath G	Marine	6-4⅜x5½		106-2000	495.0	4.80	6	Det.	6	Sep.	Al	Al	L	Sil	2.00	.375	Heli	None	Als	5.25	62.0	1.25x3.62		4
Kermath L	Marine	6-5x5¾		158-1800	678.0		6	Det.	6	Sep.	Al	Al	L	Sil	2.37†	.375	Heli	None	Als	6.19	82.0	1.25x4.50		4
Kermath M	Marine	6-3½x4⅝		86-3000	267.0		6	Det.	6	Int.	Iron	Al	L	Sil	1.50†	.375	Heli	None	Als	4.06	29.0	.94x2.75		3
Kermath R	Marine	6-5x5¾		235-2400	678.0	5.3	6	Det.	6	Sep.	Al	Al	I	Sil	1.75	.375	SpB	None	Als	6.19	82.0	1.25x4.50		4
Kermath V	Marine	12-5x6		450-2200	1414.0	5.3	6	Det.	6	Sep.	Al	Al	I	Sil	1.75	.375	SpB	None	Als	6.19	82.0	1.25x4.50		4
Kermath 9	Marine	6-5x5½		199-2400	648.0		6	Det.	6	Sep.	Al	Al	I	Sil	1.75	.375	SpB	None	Als	6.31	87.0	1.25x4.50		4
Kermath 12	Marine	4-3½x4		16-1200	154.0		6	Int.	4	Sep.	Iron	Iron	L	CI	1.50	.218	Spur	Idler	CI	4.12	54.0	.87x3.12		3
Kermath 16	Marine	4-3¾x4		20-1200	177.0		6	Int.	4	Sep.	Iron	Iron	L	CI	1.50	.218	Spur	Idler	CI	4.12	55.0	.87x3.12		3
Kermath 20	Marine	4-4x4		25-1200	201.0		6	Int.	4	Sep.	Iron	Iron	L	CI	1.50	.218	Spur	Idler	CI	4.12	73.0	.87x3.12		3
Kermath XL	Marine	4-3¼x4		33-2200	134.0	5.30	4	Det.	4	Int.	Iron	Iron	L	Sil	1.25†	.312	Heli	None	Al	3.06	20.0	.75x2.87		3
Kermath XH	Marine	4-3¼x4		46-3200	134.0	5.30	4	Det.	4	Int.	Iron	Al	L	Sil	1.25†	.312	Heli	None	Al	3.06	20.0	.75x2.87		3
Kermath JXAL	Marine	6-3⅜x4¼		57-2200	228.0	5.75	4	Det.	6	Int.	Iron	Al	L	Sil	1.50†	.375	Heli	None	Al	4.37	31.0	1.00x2.87		4
Kermath JXCL	Marine	6-3¼x4¼		77-2200	282.0	5.75	4	Det.	6	Int.	Iron	Iron	L	Sil	1.50†	.375	Heli	None	Al	4.12	36.0	1.00x3.37		4
Kermath JXAH	Marine	6-3⅜x4¼		79-3400	228.0	5.75	4	Det.	6	Int.	Iron	Al	L	Sil	1.50†	.375	Heli	None	Al	4.37	31.0	1.00x2.87		4
Kermath JXCH	Marine	6-3¾x4¼		99-3400	282.0	5.75	4	Det.	6	Int.	Iron	Al	L	Sil	1.50†	.375	Heli	None	Al	4.12	36.0	1.00x3.37		4
Kermath WX	Marine	6-4¼x4½	43.3	111-	383.0	5.50	4	Det.	6	Int.	Iron	Al°	L	Sil-e.	1.62	.375	Heli	None	CI	4.56	83.0	1.50x3.69		5
Lathrop 100	Marine	6-4½x5½	48.60	95-1575	524.83		3	Det.	6	Int.	Iron	Iron	L	ASt.			Heli	None	CI					4
Lathrop 150	Marine	6-5½x6½	72.60	150-1515	926.56		3	Det.	6	Int.	Iron	Iron	L	ASt.			Heli	None	CI					4
Lathrop 175	Marine	6-5¾x6½	79.35	175-1500	1012.8		3	Det.	6	Int.	Iron	Iron	L	ASt.			Heli	None	CI					4
Lathrop Std. 12 Hp.	Marine	2-5 3/16x6½	21.53	15-565	274.75		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop Std. 16 Hp.	Marine	2-5½x6½	24.20	20-700	308.85		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop Std. 21 Hp.	Marine	3-5 3/16x6½	32.20	27.5-700	412.13		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop Std. 28 Hp.	Marine	4-5 3/16x6½	54.06	32.5-575	549.51		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop Std. 30 Hp.	Marine	3-5½x6½	36.30	32.5-725	463.28		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop Std. 40 Hp.	Marine	4-5½x6½	48.40	45-710	617.70		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop Std. 65 Hp.	Marine	6-5½x6½	72.60	70-750	926.56		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop Std. 100 Hp.	Marine	6-5½x6½	72.60	100-975	926.56		4	Det.	1	Sep.	Iron	Iron	T	ASt.			Heli		CI					4
Lathrop LH-4	Marine	4-3¼x4	16.90	38-2200	133.00		4	Det.	4	Int.	Iron	Iron	L	ASt.			Heli		CI			.87x		3
Lathrop LH-6	Marine	6-3¾x4¼	33.75	62-2200	282.00		4	Det.	6	Int.	Iron	Iron	L	ASt.			Heli		CI			1.00x		4
Lycoming AEF	T, Buses	8-3¾x4¾	45.00	120-2800	419.60	5.26	3	Det.	8	Int.	Iron	Al	L	Sil-e.	1.75†	.343	Heli	None	AS	4.25	34.4	1.00x3.28		4
Lycoming BC	T, Buses	12-3½x4¼	58.80	160-2800	490.68	5.5	4	Det.	12	Int.	Iron	Al	I	Sil-e.	1.37	.343	Chain		Al	3.87	25.4	.87x2.97		4
Lycoming SA	Trucks	6-3¼x4½	25.35	60-2750	224.1	5.25	3	Det.	6	Sep.	Iron	PS	L	Sil-e.	1.44	.312	Heli	None	CI	4.00	36.5	.87x2.81		4
Lycoming SB	Trucks	6-3⅜x4½	27.33	65-2800	241.5	5.00	3	Det.	6	Sep.	Iron	PS	L	Sil-e.	1.44†	.312	Heli	None	CI	3.94	39.0	.87x2.90		4
Lycoming AFE	Trucks	4-3¾x4½	22.50	49-2600	198.8	4.82	3	Det.	4	Int.	Iron	PS	L	Sil-e.	1.50†	.312	Heli	Accx	CI	4.50	45.8	.87x3.22		4
Lycoming BB	Cars	12-3⅛x4¼	46.88	160-3500	391.16	5.75	4	Det.	12	Int.	Iron	Al	HI	Sil-e.	1.37	.343	Chain		AS	3.87	23.0	.87x2.60		4
Lycoming HFB	Cars	8-3⅜x4½	36.45	110-3000	322.0	5.25	3	Det.	8	Sep.	Iron	Al	L	Sil-e.	1.44†	.343	Chain	None	AS	3.94	28.9	.87x2.90		4
Lycoming HFA	Trucks	8-3⅜x4½	36.45	102-3000	322.0	5.25	3	Det.	8	Sep.	Iron	Al	L	Sil-e.	1.44†	.343	Heli	None	CI	3.94	39.7	.87x2.90		4
Lycoming TS	T, Buses	6-3⅞x5	36.04	90-2500	353.76	4.60	3	Det.	6	Sep.	Iron	PS	L	Sil-e.	1.81†	.312	Heli	None	CI	4.37	46.24	1.12x3.35		4
Lycoming C4W	Trucks	4-4x5	25.60	47-2200	251.32	3.80	3	Det.	4	Sep.	Iron	PS	L	Sil-e.	1.62	.312	Heli	Accx	CI	4.12	47.4	1.12x2.50		3
Lycoming UF	Marine	12-4¾x4¾	108.3	325-2500	1010.1	5.12	4	Det.	12	Int.	Iron	Al	I	Sil-e.	2.00†	.437	Chain	None	Al	5.69	60.0	1.19x4.15		5
Lycoming UE	Marine	8-3¾x4¾	45.00	165-3200	419.68	5.23	4	Det.	8	Int.	Iron	Al	L	Sil-e.	1.75†	.343	Heli	None	Al	4.25	32.0	1.00x3.19		4
Lycoming UC	Marine	8-3⅜x4½	36.45	126-3200	322.0	5.50	4	Det.	8	Sep.	Iron	Al	L	Sil-e.	1.44†	.343	Heli	None	AS	3.94	27.04	.87x2.90		4
Lycoming UAC	Marine	4-3⅛x3⅞	15.63	35-2600	118.8	5.02	4	Det.	4	Int.	Iron	Al	L	Sil-e.	1.37†	.312	Heli	None	AS	3.50	21.4	.75x2.82		3
Lycoming UAB	Marine	4-3⅛x3⅞	15.63	46-3500	118.8	6.00	4	Det.	4	Int.	Iron	Al	L	Sil-e.	1.37†	.312	Heli	None	AS	3.50	21.4	.75x2.82		3
Lycoming WF	Cars	6-3 1/16x4¾	22.51	82-3500	209.94	6.20	4	Det.	6	Int.	Iron	PS	L	Sil-e.	1.37†	.343	Chain		AS	3.75	21.6	.87x2.52		4
Lycoming GG	Cars	8-3 1/16x4¾	30.01	113-3600	279.97	6.20	4	Det.	8	Int.	Iron	PS	L	Sil-e.	1.37†	.343	Chain		AS	3.75	21.6	.87x2.52		4
Lycoming GF	Cars	8-3 1/16x4¾	30.01	93-3400	279.92	5.35	4	Det.	8	Int.	Iron	PS	L	Sil-e.	1.37†	.343	Chain		AS	3.75	21.6	.87x2.52		4
Lycoming ASE	Trucks	6-3¾x4½	33.75	84-3000	298.20	5.25	3	Det.	6	Int.	Iron	PS	L	Sil-e.	1.75†	.312	Heli	None	Al	4.25		1.00x3.23		4
Lycoming UED	Marine	8-3¾x4¾	45.00	165-3200	419.60	5.23	4	Det.	8	Int.	Iron	Al	L	Sil-e.	1.75†	.343	Heli	None	Al	4.25	32.0	1.00x3.19		4
Lycoming UCD	Marine	8-3⅜x4½	36.45	126-3200	322.00	5.50	4	Det.	8	Sep.	Iron	Al	L	Sil-e.	1.44†	.343	Heli	None	AS	3.94	27.0	.87x2.90		4
Lycoming UAD	Marine	4-3⅛x3⅞	15.63	40-2800	118.80	5.50	4	Det.	4	Int.	Iron	Al	L	Sil-e.	1.37†	.312	Heli	None	AS	3.50	21.4	.75x2.82		3
Mar Tan F	Trucks	2-3⅜x3 11/16		12-1800	69.9			Det.	1	Sep.	SS		I	Sil			Spur	None	CI			.75x3.63		2
Miller 4-255	Cars, Mar	4-4⅛x4½	28.9	225-5500	255.0	10.50	3	Int.	4	Sep.	Al	Al	I	Sil°	1.56	.375	Spur	None	Al	3.00	36.0	1.00x4.06		3
Miller 308-V-8	Cars, Mar	8-3½x4	39.2	300-5500	308.0	7.50	3	Int.	4	Sep.	Al	Al	I	Sil°	1.75†	.375	Spur	None	Al	2.78	28.0	1.00x3.19		3
Niagara Special	Marine	4-2¾x4	12.10		95.00			Det.	4	Int.	Iron	Iron					Heli	Cam°	CI	3.00		.62x2.50		3
Niagara 8L	Marine	8-3⅝x4½	42.05	134-3200	371.5	5.52		Det.	8	Int.	Al	Al	L	Sil	1.87	.359	Chain		Al	4.00		1.12x3.37		4
Niagara 8M	Marine	8-4x4½	51.20	154-3000	452.5	5.40		Det.	8	Int.	Al	Al	L	Sil	1.87	.359	Chain		Al	4.00		1.12x3.37		4
Scripps 84	Marine	4-4¾x5	22.50	75-3000	220.8	6.50	4	Det.	4	Int.	SS	Al	L	Sil-e.	1.81	.375	Heli		Al	4.25		1.12x3.22	Flo	4
Scripps F-4	Marine	4-3¾x5	22.50	40-1600	220.8	5.00	4	Det.	4	Int.	SS	Al	L	Sil-e.	1.81	.375	Heli		Al	4.25		1.12x3.22	Flo	4
Scripps F-6	Marine	6-3¾x5	22.50	80-2000	331.2	5.00	8	Det.	6	Int.	SS	Al	L	Sil-e.	1.81	.375	Heli		Al	4.25		1.12x3.22	Flo	4
Scripps 121	Marine	6-3¾x5	22.50	90-2000	331.2	5.00	8	Det.	2	Int.	SS		L	Sil-e.	1.81	.375	Heli		Al	4.25		1.12x3.22	Flo	4
Scripps 125	Marine	6-3¾x5	33.75	135-3300	331.2	6.50	8	Det.	2	Int.	SS		L	Sil-e.	1.81	.375	Heli		Al	4.25		1.12x3.22	Flo	4
Scripps 152, 153	Marine	6-4¼x5¼	43.35	169-3000	447.0	6.20	4	Det.	2	Sep.	Al	Al	L	Sil-e.	2.12	.406†	Heli	None	Al	5.12	46.0	1.25x3.69		4
Scripps 154, 155	Marine	6-4¼x5¼	43.35	118-2000	447.0	5.30	4	Det.	2	Sep.	Al	Iron	L	Sil	2.12	.406†	Heli	None	Al	5.12	46.0	1.25x3.69		4
Scripps 160, 161, 164, 165	Marine	6-4½x5¾	48.60	125-1800		5.50	8	Det.	2	Sep.	Al	Al	L	Sil-e.	2.25	.440†			Al	5.37	48.0	1.37x4.00		4
Scripps 162, 163	Marine	6-4½x5¾	48.60	160-2200	548.4	5.20	8	Det.	2	Sep.	Al	Al	L	Sil-e.	2.12	.440†	Heli		Al	5.37	41.0	1.37x3.75	Flo	4
Scripps 170, 171, 174, 175	Marine	6-4¾x5¾	33.75	140-1800	611.4	4.80	8	Det.	2	Sep.	Al	Al	L	Sil-e.	2.12	.440†	Heli		Al	5.37	44.0	1.37x4.00	Flo	4
Scripps 172, 173	Marine	6-4¾x5¾	33.75	185-2800	611.4	5.20	8	Det.	2	Sep.	Al	Al	L	Sil-e.	2.12	.440†	Heli		Al	5.37	52.0	1.37x4.00	Flo	4
Scripps 200, 201, 204, 205	Marine	6-5x5¾	60.00	155-1800	678.0	4.70	8	Det.	2	Sep.	Al	Al	L	Sil-e.	2.19†	.440†	Heli		Al	5.37	52.0	1.37x4.00	Flo	4
Scripps 202, 203	Marine	6-5x5¾	60.00	212-2300	678.0	5.50	8	Det.	2	Sep.	Al	Al	L	Sil-e.	2.19†	.440†	Heli		Al	5.37	52.0	1.37x4.00	Flo	4
Scripps 156, 157	Marine	6-4¼x5¼	43.35	155-3000	447.0	6.20	4	Det.	2	Sep.	Al	Al	L	Sil	2.12	.406	Heli	None	Al	5.12	46.0	1.25x3.69		4
Scripps 302, 303	Marine	12-4¼x5¼	86.70	330-2800	893.0	6.20	4	Det.	2	Sep.	Al	Al	L	Sil	2.12	.406	Heli	Cam	Al	5.12	46.0	1.25x3.69		4
Scripps 304, 305	Marine	12-4¼x5¼	86.70	250-2400	893.0	5.30	4	Det.	2	Sep.	Al	Al	L	Sil	2.12	.406	Heli	Cam	Al	5.12	46.0	1.25x3.69		4
Scripps 306, 307	Marine	12-4¼x5¼	86.70	300-2800	893.0	6.20	4	Det.	2	Sep.	Al	Al	L	Sil	2.12	.406	Heli	Cam	Al	5.12	46.0	1.25x3.69		4
Speedway MC	Marine	6-5¾x7		250-2000	1092.0	5.00		Det.	2	Sep.	Al	Al	L	Spec.	2.50	.562	Heli	None	Al	6.12		1.37x5.37		6
Speedway MP	Marine	6-5¾x7		200-1400	1092.0	4.30		Det.	2	Sep.	Al	Al	L	Spec.	2.50	.562	Heli	None	CI	6.25		1.37x5.37		4
Speedway P	Marine	6-6¾x8½		120-650	1825.0	3.80		Det.	2	Sep.	CI	CI	L	Spec.	2.62	.468	Heli	None	CI	8.25		1.62x6.37		4
Speedway R	Marine	6-7x8½		310-1300	1963.0	4.20		Det.	1	Sep.	Al	Al	I	Spec.	2.25	.500	Heli	None	CI	7.00		1.87x5.50		4
Speedway S	Marine	6-4¼x6		120-2000	511.0	5.00		Det.	2	Sep.	Al	Al	L	Spec.	1.87	.406	Heli	None	Al	5.00		1.19x4.00		4
Sterling Neptune D2-12	Marine	2-5½x7		15-500	322.6		4	Int.	2	Sep.	SS	Iron	L	CI	2.12	.375	Heli	None	CI	6.00		1.25x5.12		5
Sterling Chevron 6 F	Marine	6-5½x6¾		150-1500	762.4	3.89	4	Det.	2	Sep.	Iron	Iron	T	Sil°	2.25	.375	Heli	None	CI	6.00		1.31x5.12		5
Sterling Delphin 6 GR-6	Marine	6-5¾x6¾		220-1500	1051.6	4.08	4	Det.	2	Sep.	Iron	Iron	I	Sil°	1.87	.375	Heli	None	Al	6.06		1.31x5.12		3
Sterling Delphin 8 GR-8	T, M	8-5¾x6¾		290-1500	1402.2	4.08		Det.	2	Sep.	Iron	Iron	I	Sil°	1.87	.375	Heli	None	Al	6.06		1.31x5.12		3

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Air C—Air Cooled.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
AS—Composite Aluminum and Alloy Steel Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChM—Chrome Molybdenum.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChNI—Chrome Nickel Iron.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
CNI—Cast Nickel Iron.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
HI—Horizontal in head.
Heli—Helical.
I—Both valves in head.

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
								Diameter and Length (Ins.)																	
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
1035	9.62	64.5	1045	None	No	2.50x1.75	7	3.00x2.00	3.00x3.00	abce	Gear	Pump	Cent	Opt	Cent	1800	800	975	Yes	21 11/16	31 11/16	45 9/16	2, 3	Hercules YXC-3
Car	11.00	81.0	Car	None	No	2.00x2.25	5	2.00x3.87	2.00x2.62	abcef	Gear	Pump	Gear	NP			1000	858	No	23 7/16	31 5/16	55 11/16	No	Kermath F
Car	11.00	80.0	Car	None		2.25x2.23	7	2.50x3.91	2.50x2.56	abcdef	Gear	Pump	Gear	NP			800	1205	No	26 1/16	33 1/4	67 3/4	No	Kermath G
Car	11.00	80.0	Car	None	No	2.25x2.23	7	2.50x3.91	2.50x2.62	abcdef	Gear	Pump	Gear	Opt			1000	1365	No	28 1/2	34 1/2	67 3/4	No	Kermath I
Car	9.50	39.0	Car	None	No	2.12x1.50	7	2.62x2.87	2.62x2.25	abcf	Gear	Pump	Gear	NP			1600		No	22 1/2	27 1/16	52 1/16	No	Kermath M
Car	11.00	80.0	Car	None	No	2.25x2.23	7	2.50x3.91	2.50x2.62	abcdef	Gear	Pump	Gear	Opt			1400	1350	No	29 7/8	38 1/2	69 5/8	No	Kermath R
Car	11.00	184.0	Car	None	Yes	2.75x2.25	7	3.00x3.84	3.00x2.25	abcde	Vane	Pump	Gear				1200	2250	No	42 1/2	37 1/2	75 5/8	No	Kermath V
Car	11.00	80.0	Car	None	No	2.25x2.23	7	2.50x3.91	2.50x2.56	abcde	Gear	Pump	Gear	Opt			1200	1350	No	29 7/8	38 1/2	69 5/8	No	Kermath [illegible]
Car	9.00	38.0	Car	None	No	1.37x2.25	3	1.37x3.62	1.37x3.00		Piston	Pump	Gear	NP				567	No	20 1/2	26 5/8	52 1/4	No	Kermath 12
Car	9.00	38.0	Car	None	No	1.37x2.25	3	1.37x3.62	1.37x3.00		Piston	Pump	Gear	NP				567	No	20 1/2	26 5/8	52 1/4	No	Kermath 16
Car	9.00	38.0	Car	None	No	1.37x2.25	3	1.37x3.62	1.37x3.00		Piston	Pump	Gear	NP				635	No	20 1/2	26 5/8	52 1/4	No	Kermath 24
Car	6.56	20.0	Car	None	No	1.75x1.12	3	2.00x1.62	2.00x1.62	abe	Gear	Pump	Gear	NP			1800	315	No	22 3/4	21 11/16	34	No	Kermath XI
Car	6.56	20.0	Car	None	No	1.75x1.12	3	2.00x1.62	2.00x1.58	abe	Gear	Pump	Gear	NP			2200	315	No	22 3/4	21 11/16	34	No	Kermath XH
Car	8.00	38.0	Car	None	No	2.00x1.50	7	2.50x2.12	2.50x1.37	abef	Gear	Pump	Gear	NP				675	No	23 1/16	26 3/4	50 3/4	No	Kermath JXAI
Car	8.00	38.0	Car	None	No	2.00x1.50	7	2.50x2.12	2.50x1.37	abef	Gear	Pump	Gear	NP				690	No	23 1/16	26 3/4	50 3/4	No	Kermath JXCI
Car	8.00	38.0	Car	None	No	2.00x1.50	7	2.50x2.12	2.50x1.37	abef	Gear	Pump	Gear	NP				675	No	23 1/16	26 3/4	50 3/4	No	Kermath JXAH
Car	8.00	38.0	Car	None	No	2.00x1.50	7	2.50x2.12	2.50x1.37	abef	Gear	Pump	Gear	NP				690	No	23 1/16	26 3/4	50 3/4	No	Kermath JXCH
Car	9.12	51.0	Car	None	No	2.25x1.50	7	2.62x1.75	2.62x2.75	abc	Gear	Pump	Vane	NP				815	No	20 11/32	28 5/32	42 5/16	Yes	Kermath WX
			Spec				7			abce		Pump	Gear					1700						Lathrop 10
			Spec				7			abce		Pump	Gear					1700						Lathrop 15
			Spec				7			abce		Pump	Gear					1700						Lathrop 17
Car			Car				3			a								975						Lathrop Std. 12 Hp
Car			Car				3			a								1000						Lathrop Std. 16 Hp
Car			Car				4			a								1450						Lathrop Std. 21 Hp
Car			Car				5			a			Plng					1700						Lathrop Std. 28 Hp
Car			Car				4			a			Plng					1450						Lathrop Std. 30 Hp
Car			Car				5			a			Plng					1750						Lathrop Std. 40 Hp
Car			Car				7			a			Gear					2500						Lathrop Std. 65 Hp
Car			Car				7			a			Gear					2500						Lathrop Std. 100 Hp
Car	6.56		Car			1.75x1.12	3	2.00x1.56	2.00x1.62	ab			Gear					400		20 7/16	21	33 1/2		Lathrop LH-
Car	8.00		Car			2.00x1.50	7	2.50x1.31	2.50x2.12	ab	Gear		Gear					830		21 1/8	26	51		Lathrop LH-
Car	9.00	54.40	Steel	None	No	2.34x1.69	5	2.62x2.12	2.62x2.75	abode	Gear	Pump	Cent	Stk	Cent	2800	1200	1120	No	25 7/8	34 3/4	52 5/8	2	Lycoming AEF
Car	9.44	43.36	Steel	None	Yes	2.50x1.25	4	3.00x2.00	3.00x2.75	abedef	Gear	Pump	Cent	Stk	Cent	2800	1200	1310	No	26 11/16	36 11/16	48 11/16	2	Lycoming BC
Car	9.00	41.60	Steel	None	No	2.12x1.50	4	2.37x2.06	2.37x2.37	abe	Gear	Pump	Cent	NP			1000	579	No	25 3/4	29 11/16	29 11/16	3	Lycoming SA
Car	9.00	43.04	Steel	None	Yes	2.12x1.50	4	2.37x2.06	2.37x2.37	abe	Gear	Pump	Cent	NP			850	589	No	25 3/4	30 1/16	39 11/16	3	Lycoming SE
Car	9.00	41.6	Steel	None	No	2.12x1.50	3	2.12x1.75	2.12x2.37	abce	Gear	Pump	Cent	NP			1150	485	No	25 3/4	32 1/16	30 3/4	4	Lycoming AFE
Car	9.44	40.8	Steel	None	Yes	2.50x2.25	4	3.00x2.56	3.00x2.37	abcdef	Gear	Pump	Cent	NP			1500	1096	No	25 1/8	35 1/16	45 11/16	4	Lycoming BE
Car	9.00	43.0	Steel	None	No	2.12x1.50	5	2.37x2.75	2.37x2.75	abce	Gear	Pump	Cent	NP		2800	1700	900	No	26 1/8	34 1/16	49 11/16	2, 3	Lycoming HFE
Car	9.00	43.0	Steel	None	No	2.12x1.50	5	2.37x2.75	2.37x2.75	abce	Gear	Pump	Cent	NP		2800	1000	900	No	26 1/8	30 11/16	48 11/16	2, 3	Lycoming HFA
Car	10.75	62.1	Steel	None	Yes	2.50x1.62	4	2.75x2.75	2.75x2.75	abode	Gear	Pump	Cent	NP			800	850	No	26 1/2	33 1/2	44 1/16	3	Lycoming TS
Car	11.94	56.5	Steel	None	No	2.12x1.81	5	2.12x2.69	2.12x2.69	abce	Gear	Pump	Cent	NP			800	560	No	20 1/16	30 11/16	41 5/8	3	Lycoming C4W
Car	9.00	75.5	Steel	None	Yes	3.00x1.62	4	6.00x2.12	6.00x2.12	abcdef	Gear	Pump	Gear	NP			1700		No	32 11/16	37 11/16	71 11/16		Lycoming UE
Car	9.00	45.6	Steel	None	No	2.34x1.69	5	2.62x2.53	2.62x2.75	abce	Gear	Pump	Gear	NP			2000		No	32 1/16	35 5/8	67 1/16		Lycoming UE
Car	9.00	43.0	Steel	None	No	2.12x1.50	5	2.37x2.75	2.37x2.00	abce	Gear	Pump	Gear	NP			2000		No	27 1/4	34 1/16	64 5/8		Lycoming UC
Car	8.00	29.9	Steel	None	No	1.75x1.50	3	1.87x1.56	1.87x1.81	abc	Gear	Pump	Gear	NP			1500		No	21 1/16	23 11/16	39		Lycoming UAC
Car	8.00	29.9	Steel	None	No	1.75x1.50	3	1.87x1.56	1.87x1.81	abc	Gear	Pump	Gear	NP			2000		No	21 1/16	23 11/16	39		Lycoming UAE
Car	9.50	37.4	Steel	None	Yes	2.12x1.25	4	2.37x1.94	2.37x1.87	abce	Gear	Pump	Cent	NP			1800	520	No	21 1/4	29 1/8	34 5/8	5	Lycoming WI
Car	9.50	37.4	Steel	None	No	2.12x1.25	5	2.37x1.94	2.37x1.87	abce	Gear	Pump	Cent	NP			1800	680	No	23 7/8	29 1/2	46	5	Lycoming GC
Car	9.50	37.4	Steel	None	No	2.12x1.25	5	2.37x1.94	2.37x1.87	abce	Gear	Pump	Cent	NP			1400	685	No	23 7/8	29 11/16	45 11/16	5	Lycoming GE
Car	9.00	54.4	Steel	None	Yes	2.34x1.69	4	2.62x2.12	2.62x2.75	abode	Gear	Pump	Cent	NP			800	700	No	25 3/4	31 11/16	41 11/16	3	Lycoming ASE
Car	9.00	45.6	Steel	None	No	2.34x1.69	5	2.62x2.53	2.62x2.75	abce	Gear	Pump	Gear	NP			2000		No	32 1/16	35 5/8	72 1/2		Lycoming UEI
Car	9.00	43.0	Steel	None	No	2.12x1.50	5	2.37x2.75	2.37x2.00	abce	Gear	Pump	Gear	NP			2000		No	27 1/4	34 1/16	67 1/2		Lycoming UCI
Car	8.00	29.9	Steel	None	No	1.75x1.50	3	1.87x1.56	1.87x1.81	abc	Gear	Pump	Gear	NP			2000		No	21 1/16	23 11/16	43 11/16		Lycoming UAI
CS	7.75		NieS	None	Yes	1.19x2.00	3				Pist			Stk	Cent	1800	1800	140	No	15 1/2	23 1/2	21 1/2	No	Mar Tan I
ASt	8.00	44.0	ChM	None	Yes	2.12x2.31	5	2.12x2.25	2.25x2.37	abe	Gear	Pump	Cent	NP				385	No	15 1/4	30 1/8	29 1/4	Yes	Miller 4-25
ASt	8.25	40.0	ChM		Yes	2.37x1.22	5	2.62x2.87	2.62x2.66	abe	Gear	Pump	Cent	NP				500	No	23 1/2	31	29 1/4	Yes	Miller 305-V-
ASt	7.50		Car		No	1.44x1.75	2	1.44x2.75	1.44x2.37	a	Pist	Pump	Gear					321	No	16 1/8	20	37 3/4		Niagara Specia
Dur	9.00		ChN			2.25x1.62	5	2.75x2.75	2.75x2.75	abc	Gear		Gear	Opt				865	No	22 7/8	25 5/8	68 1/2		Niagara 8
Dur	9.00		Car		No	2.25x1.62	5	2.75x3.00	2.75x3.00	abc	Gear	Pump	Gear	Opt				880	No	22 7/8	25 5/8	68 1/2	No	Niagara 8M
ASt	10.50		Car	None	No	2.19x1.87	3	2.25x2.81	2.25x2.81	abc	Gear	Pump	Gear				1800	635	No	17	20 3/4	47 1/2	No	Scripps 8
ASt	10.50		Car	None	No	2.19x1.87	3	2.25x2.81	2.25x2.81	abc	Gear	Pump	Gear				1200	660	No	17	20 3/4	47 1/2	No	Scripps F-
ASt	10.50		Car	None	No	2.19x1.87	4	2.25x2.81	2.25x2.81	abc	Gear	Pump	Gear				1800	900	No	15 1/2	20 1/2	58 3/4	No	Scripps F-
ASt	10.50			None	Yes	2.19x1.87	4	2.25x2.81	2.25x2.81	abc	Gear	Pump	Gear				1800	900	No	15 1/2	24 3/4	58 3/4	No	Scripps 12
ASt	10.50			None	Yes	2.19x1.87	4	2.25x2.81	2.25x2.81	abc	Gear	Pump	Gear				1800	800	No	15 1/2	24 1/2	58 3/4	No	Scripps 12
ASt	10.87	70.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	NP			2300	975	No	28 1/8	32 1/16	56 3/4	Yes	Scripps 152, 15
ASt	10.87	70.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	NP			1200	1050	No	25 1/8	29 7/8	56 3/4		Scripps 154, 15
ASt	11.25		NieS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear					1295	No	23 3/4	27 1/2	66	No	Scripps 160, 161, 164, 16
ASt	11.25	80.0	NieS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear				1800	1195	No	23 3/4	26 1/2	66	No	Scripps 162, 16
ASt	11.25	80.0	NieS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear				1800	1295	No	23 3/4			No	Scripps 170, 171, 174, 17
ASt	11.25	80.0	NieS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear				1800	1195	No	23 3/4	27 1/2	66	No	Scripps 172, 17
ASt	11.25	80.0	NieS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear				1800	1295	No	25 3/4		66	No	Scripps 200, 201, 204, 20
ASt	11.25		NieS	None	Yes	2.87x2.00	4	3.00x3.25	3.00x3.62	abc	Gear	Pump	Gear				1800	1195	No	23 3/4	27 1/2	66	No	Scripps 202, 20
ASt	10.87	70.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	NP			1800	975	No	25 1/8	29 7/8	56 3/4		Scripps 156, 15
ASt	10.87	141.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	NP			1800	1510	No	35	33 3/4	58 1/2		Scripps 302, 30
ASt	10.87	141.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	NP			1200	1710	No	33 1/4	30 11/16	58 1/2		Scripps 304, 30
ASt	10.87	141.0	Car	None	Yes	2.75x2.25	4	3.25x2.25	3.25x2.25	abc	Gear	Pump	Gear	NP			1800	1710		33 1/4	30 11/16	58 1/2		Scripps 306, 30
ASt	15.50		Spec	None	Yes	2.62x3.00	7	2.62x3.00	2.62x3.00	abde	Gear	Pump	Gear	NP			1400	2100						Speedway M
ASt	15.50		Spec	None	No	2.62x3.00	7	2.62x3.00	2.62x3.00	abde	Gear	Pump	Gear	NP			1000	2025	No					Speedway M
NieS	20.00		Spec		No	2.87x3.62	7	2.87x3.62	2.87x3.62	abde	Gear	Pump	Gear					4000						Speedway
ASt	19.00		Spec	None	No	3.50x4.12	7	3.50x4.12	3.50x4.12	abde	Gear	Pump	Gear	NP			800	4000						Speedway
ASt	13.50		Spec	None	Yes	2.75x2.12	7	2.75x2.12	2.75x2.12	abde	Gear	Pump	Gear	NP			1300	1300	No					Speedway
Car	12.50		Car	None	No	2.25x2.75	3	2.25x5.00	2.25x5.00	abce		Pump	Plng	NP				1150	Yes	24	36 1/2	53 7/8	No	Sterling Neptune DZ-
Car	14.00		ChN		Yes	2.50x3.50	4	2.50x5.22	2.50x5.06	abce	Gear	Pump	Gear	NP			1500	2400	No	29 1/16	34 5/8	87 1/16	No	Sterling Chevron 6
Car	14.00		ChN	None		2.50x3.50	4	2.50x4.81	2.50x4.81	abce	Gear	Pump	Gear	NP			1500	2300	No	30 1/2	45 1/8	87 1/2	No	Sterling Delphin 6 GR-
Car	14.00		ChN	None		2.50x3.50	5	2.50x4.81	2.50x4.81	abce	Gear	Pump	Gear	NP			1500	3500		29 1/2	44 3/4	104 1/16	No	Sterling Delphin 8 GR-

Ind—Industrial.
Int—Integral.
Ie—Valve in Head; overhead camshaft.
L—Valves at side. ("L" head).
M-L—Mechanical Lubrication.
Mag—Magnesium.
Mar—Marine.
Nich—Nichrome.
Nicl—Nickel Iron.
NieS—Nickel Steel.

NP—No provision.
Opt—Optional.
Plng—Plunger.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.
Re—Rotary Valve
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.

Spec—Special.
SpB—Spiral Bevel.
SpP—Splash with pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Van Bl'k—Van Blerck.
Var—Various.
*—Optional.
o—Others also.
†—Inlet valve only.
‡—Additional Models and Specifications available upon request.
'—Red Wing Motor Co.

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	Cylinders: Head	Cylinders: No. Cast in One Piece	Crankcase: Upper Half: Integral with Cylinders?	Crankcase: Upper Half: Material	Crankcase: Material (Lower Half)	Valves: Arrangement	Valves: Head Material	Valves: Clear Diameter (Ins.)	Valves: Lift (Ins.)	Front End Drive: Type	Front End Drive: Non-Metallic Gear Used On?	Pistons: Material	Pistons: Length (Ins.)	Pistons: Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins: Diameter and Length (Ins.)	Piston Pins: Pin Bearing In	Number of Rings per Piston
Sterling Petrel.....L6	Marine.....	6-5¼x6	.....	225-2200	779.3	5.54	...	Det..	6	Sep..	SS...	Al..	L...	Sil°	2.25	.465	Heli...	None..	Al....	5.50	.....	1.44x4.37	.....	4
Sterling Petrel.....LT6	T, B, Tr.....	6-5¼x6	180.0	225-2200	779.3	5.54	3	Det..	6	Sep..	Al...	Al...	L...	Sil°	2.25	.455	Heli...	None..	Al....	5.50	.....	1.44x4.37	.....	4
Sterling Viking II....T-6	Marine.....	6-8x9	.....	425-1200	2714.0	4.18	4	Det..	6	....	Iron..	Iron..	I...	Sil°	2.59	.556	....	None..	Al....	8.25	.....	2.00x7.00	.....	3
Sterling Viking II...T-8	Marine.....	8-8x9	.....	565-1200	3619.0	4.18	4	Det..	6	Sep..	Iron.	Iron..	I...	Sil...	2.59	.556	Heli...	None..	Al....	8.25	.....	2.00x7.00	.....	3
Sterling Viking II...TT6	Tractors.....	6-8x9	.....	425-1200	2714.0	4.18	4	Det..	6	Sep..	Iron.	Iron..	I...	Sil°	2.59	.556	Heli...	None..	Al....	8.25	.....	2.00x7.00	.....	3
Sterling Viking II...TT8	Tractors.....	8-8x9	.....	565-1200	3619.0	4.18	4	Det..	8	Sep..	Iron.	Iron..	I...	Sil°	2.59	.556	....	None..	Al....	8.25	.....	2.00x7.00	.....	3
Thorobred[1].....AA	Marine.....	4-3¾x4¾	22.5	24-1400	210.0	4.00	4	Det..	2	Sep..	Iron°	Iron°	L...	CI...	1.44	.300	Heli...	None..	CI....	4.12	64.4	1.44x3.25	.....	4
Thorobred[1].....B	Marine.....	4-4½x5	32.5	44-1800	318.0	4.00	4	Det..	4	Sep..	Iron°	Iron°	L...	ChN°	1.94	.300	Heli...	None..	CI....	4.75	88.7	1.44x3.94	.....	4
Thorobred[1].....BB4	Marine.....	4-4½x6	32.4	56-1600	382.0	4.00	4	Det..	4	Sep...	Iron°	Iron°	L...	ChN°	2.12	.300	Heli...	None..	Al°...	5.25	82.2	1.25x3.87	.....	4
Thorobred[1].....BB6	Marine.....	6-4½x6	48.6	80-1725	572.5	4.00	4	Det..	6	Sep..	Iron°	Iron°	L...	ChN°	2.12	.300	Heli...	None..	CI....	5.25	82.2	1.25x3.87	.....	4
Thorobred[1].....BBS6	Marine.....	6-5x6	60.0	101-1500	707.0	4.00	4	Det..	6	Sep..	Iron°	Iron°	L...	ChN°	2.12	.300	Heli...	None..	CI....	5.25	106.0	1.25x4.31	.....	4
Thorobred[1].....BC4	Marine.....	4-5x7	40.0	56-1200	550.0	4.00	4	Det..	2	Sep..	Iron..	Iron..	L...	ChN°	2.37	.375	Heli...	None..	CI....	6.00	126.0	1.44x4.69	.....	4
Thorobred[1].....BC6	Marine.....	6-5x7	60.0	90-1100	825.0	4.00	4	Det..	2	Sep..	Iron..	Iron..	L...	ChN°	2.37	.375	Heli...	None..	CI....	6.00	126.0	1.44x4.69	.....	4
Thorobred[1].....BCS4	Marine.....	4-5¾x7	52.9	71-1100	727.0	4.00	4	Det..	2	Sep..	Iron..	Iron..	L...	ChN°	2.37	.375	Heli...	None..	CI....	6.00	150.0	1.44x5.25	.....	4
Thorobred[1].....BCS6	Marine.....	6-5¾x7	79.0	112-1100	1091.0	4.00	4	Det..	2	Sep..	Iron..	Iron..	L...	ChN°	2.37	.375	Heli...	None..	CI....	6.00	150.0	1.44x5.25	.....	4
Thorobred[1].....DS	Marine.....	4-2¾x4	12.1	15-1800	95.0	4.67	4	Det..	4	Int..	Iron..	Iron..	L...	ChN°	1.31†	.250	Heli...	None..	CI....	3.00	19.0	.62x2.41	.....	3
Thorobred[1].....F	Marine.....	4-4⅛x5	26.4	36-1400	259.0	4.00	4	Det..	4	Sep..	Iron°	Iron°	L...	CI...	1.75	.300	Heli...	None..	CI....	4.75	68.7	1.44x3.56	.....	4
Thorobred[1].....K	Marine.....	1-3¾x4¾	5.62	5-1000	52.5	4.00	4	Det..	1	Sep..	Iron..	Iron..	L...	CI...	1.44	.300	Heli...	None..	CI....	4.12	64.4	1.11x3.25	.....	3
Thorobred[1].....KK	Marine.....	2-3¾x4¾	11.25	9-1100	105.0	4.00	4	Det..	2	Sep..	Iron..	Iron..	L...	CI...	1.44	.300	Heli...	None..	CI....	4.12	64.4	1.11x3.25	.....	3
Thorobred[1]...Z6 Courier	Marine.....	6-3⅝x4⅛	27.34	46-2400	221.0	4.85	4	Det..	6	Int..	Iron..	Iron°	L...	ChN°	1.31†	.281	Heli...	None..	CI....	3.87	39.0	.87x2.87	.....	3
Thorobred[1] Ar. Jr. XJ6	Marine.....	6-3⅝x4¾	27.34	54-2400	255.0	5.10	4	Det..	6	Int..	Iron..	Iron°	L...	ChN°	1.37†	.312	Heli...	None..	Al....	3.94	27.0	1.00x3.09	.....	4
Thorobred[1].....XS6	Marine.....	6-4⅛x4¾	40.84	68-1800	381.0	4.80	4	Det..	6	Int..	Iron..	Iron°	L...	ChN°	1.62†	.312	Heli...	None.	CI....	4.37	71.0	1.00x3.87	.....	3
Thorobred[1]...BC Super 4	Marine.....	4-6x7	57.6	78-1100	791.7	4.00	4	Det..	2	Sep..	Iron..	Iron..	L...	ChN	2.37	.370	Heli...	None..	CI....	6.00	190	1.44x5.50	.....	4
Thorobred[1]...BC Super 6	Marine.....	6-6x7	86.4	124-1100	1187.5	4.00	4	Det..	2	Sep..	Iron..	Iron..	L...	ChN	2.37	.370	Heli...	None..	CI....	6.00	190	1.44x5.50	.....	4
Th'bred[1]..Arrowhead XH	Marine.....	4-3⅝x4½	21.0	42-2250	186.0	4.50	4	Det..	4	Int..	Iron..	Iron..	L...	ChN°	1.37	.312	Heli...	None..	CI....	3.94	45.0	1.09x3.03	.....	4
Twin City.....TW	Tractors.....	4-4¼x6	28.90	.....	340.4	4.00	4	Det..	1	....	Iron..	Iron..	I...	Sil-e.	1.47	.312	Heli...	None..	CI....	5.00	74.0	1.25x3.87	.....	4
Twin City.....FE	Tractors.....	4-4½x6	32.40	.....	381.7	4.03	4	Det..	2	Sep..	Iron..	Iron..	I...	Sil-e.	1.81	.405	Heli...	None..	CI....	5.50	90.0	1.25x3.87	.....	4
Twin City.....KE	Tractors.....	4-4¼x5	28.90	.....	283.7	4.03	4	Det..	4	Sep..	Iron..	Iron..	I...	Sil-e.	1.62	.430	Heli...	None..	CI....	5.00	74.0	1.25x3.87	.....	4
Twin City.....AE	Tractors.....	4-5½x6¾	48.40	.....	641.4	3.80	4	Det..	1	....	Iron..	Iron..	I...	Sil-e.	1.75	.441	Heli...	None..	CI....	6.75	170.0	1.62x5.00	.....	4
Waukesha.....FS	Ind., Tractors..	4-2¾x4	12.1	25-	95.00	....	3	Det..	4	Int..	Iron..	PS.	L...	CI...	1.19	...	Heli...	None..	CI....	.....	.....	.87x2.37	.....	4
Waukesha.....FL	Tractors.....	4-3x4	14.40	.....	113.0	....	3	Det..	4	Int..	Iron..	PS.	L...	....	....	....	Heli...	None..	CI....	.....	.....	.87x2.37	Flo...	4
Waukesha.....FK	Tractors.....	4-3¼x4	16.90	.....	133.0	....	3	Det..	4	Int..	Iron..	PS.	L...	....	....	....	Heli...	None..	CI....	.....	.....	.87x2.37	Flo...	4
Waukesha.....XAH	T, Tr, Ind.....	4-4⅝x4½	21.00	.....	186.0	....	3	Det..	4	Int..	Iron..	PS.	L...	ChN°	....	....	Heli...	None..	CI....	.....	.....	1.11x.....	.....	3
Waukesha.....XAK	T, Tr.....	4-3¾x4¾	22.50	.....	210.0	....	3	Int..	4	Int..	Iron..	PS.	L...	....	....	....	Heli...	None..	CI....	.....	.....	.....	.....	4
Waukesha.....V	T, B, & Tr.....	4-4x5	25.60	.....	251.0	....	3	Det..	4	Int..	Iron..	PS.	L...	....	....	....	Heli...	None..	CI....	.....	.....	.....	Pist..	3
Waukesha.....VK	T, Tr.....	4-4¼x5	28.90	.....	284.0	....	3	Det..	4	Int..	Iron..	PS.	L...	....	....	....	Heli...	None..	CI....	.....	.....	.....	.....	4
Waukesha.....VIS	Tractors.....	4-4⅛x5¼	27.20	.....	281.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	....	....	....	Heli...	None..	CI....	.....	.....	1.31x2.00	.....	3
Waukesha.....VIL	Tractors.....	4-4⅝x5¼	30.60	.....	316.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	....	....	....	Heli...	None..	CI....	.....	.....	1.31x2.00	.....	4
Waukesha.....VIK	Tractors.....	4-4⅝x5¼	34.20	.....	353.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	....	....	....	Heli...	None..	CI....	.....	.....	1.31x2.00	.....	4
Waukesha.....CHS	Tractors.....	4-4¾x6¼	36.10	.....	443.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	....	....	....	Heli...	None..	CI....	.....	.....	1.50x1.87	Flo...	4
Waukesha.....CHK	Tractors.....	4-5⅛x6¼	42.03	.....	516.0	....	3	Det..	4	Int..	Iron..	Iron..	I...	....	....	....	Heli...	None..	CI....	.....	.....	1.50x1.87	Flo...	4
Waukesha.....HS	T & Tr.....	4-5½x6½	48.40	.....	618.0	....	3, 4	Det..	4	Sep..	Iron..	Iron..	L...	....	....	....	Heli...	None..	CI....	.....	.....	1.38x3.25	Pist..	4
Waukesha.....HL	Tractors.....	4-6x6½	57.60	.....	735.0	....	3, 4	Det..	4	Sep..	Iron..	Iron..	L...	....	....	....	Heli...	None..	CI....	.....	.....	1.38x3.38	Pist..	4
Waukesha.....4-80	Ind., Tractors..	4-5½x6½	48.50	80-	618.0	....	3	Det..	4	Sep..	....	....	F...	Sil...	2.50	...	Heli...	None..	CI....	.....	.....	1.37x3.37	.....	4
Waukesha.....4-95	Ind., Tractors..	4-6x6½	57.50	95-	735.0	....	3	Det..	4	Sep..	Iron..	Iron..	F...	Sil...	2.50	...	Heli...	None..	CI....	.....	.....	1.37x3.87	.....	4
Waukesha.....JL	Tractors.....	4-6x7	57.60	.....	792.0	....	3	Det..	▼2	Sep..	Iron..	Iron..	....	....	....	...	Heli...	None..	CI....	.....	.....	1.62x3.12	.....	4
Waukesha.....JK	Tractors.....	4-6½x7	67.60	.....	929.0	....	3	Det..	▼2	Sep..	Iron..	Iron..	....	....	....	...	Heli...	None..	CI....	.....	.....	1.62x3.12	.....	4
Waukesha.....JZ	Ind., Tractors..	4-6¾x7	73.00	105-1050	1002.	....	3	Det..	2	Sep..	Iron..	Iron..	L...	Sil...	2.50	...	Heli...	None..	CI....	.....	.....	1.62x3.12	.....	4
Waukesha.....WL	.....	4-6¼x8	62.50	.....	982.0	....	3, 4	Det..	2	Sep..	Iron..	Iron..	L...	....	....	...	Heli...	None..	CI....	.....	.....	1.62x.....	Pist..	4
Waukesha.....WK	.....	4-6¾x8	73.00	.....	1145	....	3, 4	Det..	2	Sep..	Iron..	Iron..	L...	....	....	...	Heli...	None..	CI....	.....	.....	1.62x.....	Pist..	4
Waukesha.....6 BL	T, B, Tr, Ind..	6-3½x4¼	29.40	72-	245.0	....	3	Det..	▼6	Int..	Iron..	Al.	L...	Sil...	1.50†	...	Heli...	None..	Al....	.....	.....	1.00x2.87	.....	4
Waukesha.....6 BK	T, B, Tr, Ind..	6-3¾x4¼	33.70	84-	282.0	....	3	Det..	▼6	Int..	Iron..	Al.	L...	Sil...	1.50†	...	Heli...	None..	Al....	.....	.....	1.00x2.87	.....	4
Waukesha.....6-90	T, Tr, B, Ind..	6-3⅝x4¾	27.34	.....	255.0	....	3	Det..	4	Int..	Iron..	PS.	F...	ChN°	....	...	Heli	None..	Al....	.....	.....	1.00x.....	.....	4
Waukesha.....6MS	T, B, Tr.....	6-3¾x4¾	33.70	.....	315.0	....	3	Det..	6	Int..	Iron..	PS.	L...	....	....	...	Heli	None..	CI....	.....	.....	.....	Pist..	4
Waukesha.....6ML	T, B, Tr.....	6-4x4¾	38.50	.....	358.0	....	3	Det..	6	Int..	Iron..	PS.	L...	....	....	...	Heli...	None..	CI....	.....	.....	.....	Pist..	4
Waukesha.....6MK	T, B, Tr.....	6-4⅛x4¾	40.80	.....	381.0	....	3	Det..	6	Int..	Iron..	PS.	L...	....	....	...	Heli...	None..	CI....	.....	.....	.....	Pist..	4
Waukesha.....6 MZ	T, B, Tr.....	6-4¼x4¾	43.50	80-	404.0	....	3	Det..	6	Int..	Iron..	PS.	L...	Sil...	1.62†	...	Heli...	None..	CI....	.....	.....	1.00x4.00	.....	4
Waukesha.....6-110	T, B, Tr, Ind..	6-4x4¾	38.50	.....	358.0	....	3	Det..	6	Int..	Iron..	Al..	F...	ChN°	....	...	Heli...	None..	Al....	.....	.....	1.00x.....	.....	4
Waukesha.....6SRS	T & B.....	6-4⅛x5⅛	40.84	.....	411.0	....	3	Det..	6	Sep..	Iron..	PS.	L...	....	....	...	Heli...	None..	Al....	.....	.....	.....	.....	4
Waukesha.....6SRL	T & B.....	6-4⅜x5⅛	46.00	.....	464.0	....	3	Det..	6	Sep..	Iron..	PS.	L...	....	....	...	Heli...	None..	CI....	.....	.....	1.00x2.25	Pist..	4
Waukesha.....6SRK	T, B, Tr.....	6-4x5⅛	51.34	.....	517.0	....	3	Det..	6	Int..	Iron..	PS.	L...	....	....	...	Heli...	None..	Al....	.....	.....	1.37x.....	Flo...	4
Waukesha.....6-125	T, B, Tr, Ind..	6-4⅜x5⅛	46.00	.....	464.0	....	3	Det..	6	Sep..	Iron..	PS.	F...	ChN°	....	...	Heli...	None..	Al....	.....	.....	1.00x.....	.....	4
Waukesha.....6AB	T & Buses.....	6-4½x5¾	48.60	.....	549.0	....	3	Det..	2	Sep..	Al...	Al.	L...	....	....	...	Heli...	None..	CI....	.....	.....	.....	Pist..	4
Waukesha.....6RB	T & Buses.....	6-5x5¾	60.00	.....	677.0	....	3	Det..	2	Sep..	Al...	Al.	L...	....	....	...	Heli...	None..	Al....	.....	.....	1.38x2.93	Pist..	4
Waukesha.....6 EL	Rail Cars, Ind..	6-6x7	86.4	170-	1184.0	....	4	Det..	6	Int..	Iron..	Iron..	I...	NicS°	2.25	...	Heli...	None..	CI....	.....	.....	1.62x3.37	.....	4
Waukesha.....6 EK	Rail Cars, Ind..	6-6½x7	101.4	200-	1395.0	....	4	Det..	6	Int..	Iron..	Iron..	I...	NicS°	2.25	...	Heli...	None..	CI....	.....	.....	1.62x3.50	.....	4
Waukesha.....6LS	Rail C.....	6-7x8½	104.0	.....	1962.0	....	4	Det..	1	Sep..	Iron..	Iron..	L...	....	....	...	Heli...	None..	Al....	.....	.....	2.25x3.75	Pist..	4
Waukesha.....6LK	Rail C.....	6-7¾x8½	144.0	.....	2410.0	....	4	Det..	1	Sep..	Iron..	Iron..	L...	....	....	...	Heli...	None..	Al....	.....	.....	2.25x4.25	Pist..	4
Wisconsin.....AC 4	T, Tr, Ind.....	4-2⅝x3¼	11.0	15-2800	70.4	4.50	4	Det..	4	Sep..	Al.	Al.	I...	Sil...	.937	.232	Heli...	None..	Al....	3.00	21	.75x2.06	.....	3
Wisconsin.....SU	T & Tr, B.....	4-4x5	25.60	50-2000	251.3	4.20	3	Det..	4	Int..	Iron..	PS.	I...	Sil...	1.53	.380	Heli...	Idler..	CI....	4.25	55.0	1.06x3.47	.....	3
Wisconsin.....W	Tr, Ind.....	4-4⅛x5	27.23	49-1600	267.0	4.20	3	Det..	4	Int..	Iron..	PS.	I...	Sil...	1.53	.380	Heli...	Idler..	CI....	4.25	58.0	1.06x3.47	.....	3
Wisconsin.....X	Tr, T.....	4-4½x5	32.4	66-1800	318	4.25	3	Det..	4	Int..	Iron..	Iron..	I...	Sil...	1.81	.387	Heli...	Idler..	CI....	4.75	91.0	1.187x3.93	.....	4
Wisconsin.....N	T, Tr, Ind.....	6-3½x4¼	29.39	55-2500	245	4.60	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.50	.380	Heli...	Cam..	CI....	4.00	59.0	1.06x2.85	.....	3
Wisconsin.....GA-1	T, Buses, Tr...	6-3⅝x5	31.54	65-2000	309	4.54	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.50	.380	Heli...	Idler..	CI....	4.00	50.0	1.06x3.10	.....	3
Wisconsin.....GA-2	Tr, B, T.....	6-3¾x5	33.75	67-2100	331	3.54	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.50	.380	Heli...	Idler..	CI....	3.90	51.0	1.06x3.10	.....	3
Wisconsin.....L-2	T, Tr, B.....	6-3⅞x5	36.00	80-2200	354	4.30	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.75	.380	Heli...	Idler..	CI....	4.87	48.0	1.25x3.15	.....	3
Wisconsin.....L-3	T, Tr, B.....	6-4⅛x5	40.80	85-2000	401	4.30	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.75	.380	Heli...	Idler..	CI....	4.72	52.0	1.25x3.40	.....	3
Wisconsin.....L-4	T, Buses, Tr...	6-4¼x5	43.3	85-1800	426.0	4.30	3	Det..	6	Int..	Iron..	Iron..	I...	Sil...	1.75	.38	Heli...	Idler..	CI....	4.62	56	1.25x3.40	.....	3
Wisconsin.....ZA-1	T, Tr, B.....	6-4½x5	48.60	108-2000	477	4.70	3	Det..	6	Sep..	SS...	Iron°	I...	Sil...	1.81	.450	Heli...	Idler..	CI....	4.75	88.0	1.19x3.93	.....	5
Wisconsin.....ZA-2	T, Tr, B.....	6-4⅝x5	51.34	112-2000	504	4.70	3	Det..	6	Sep..	SS...	Iron..	I...	Sil...	1.81	.450	Heli...	Idler..	CI....	4.65	94.0	1.19x3.93	.....	4

ABBREVIATIONS:
a—Main Bearings.
Accx—Accessories Drive.
Air C—Air Cooled.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
AS—Composite Aluminum and Alloy Steel Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChM—Chrome Molybdenum.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChNI—Chrome Nickel Iron.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
CNI—Cast Nickel Iron.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
HI—Horizontal in Head.
Heli—Helical.
I—Both valves in head.

ENGINES—Continued

Pin Bearing In	Number of Rings per Piston	CONNECTING RODS: Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	CRANKSHAFT: Material	Offset (Ins.)	Counterbalances Used?	Crank Pin: Diameter and Length (Ins.)	Main Bearings: Number	Diameter and Length (Ins.): Front	Rear	OILING SYSTEM: Pressure to	Pump Type	WATER CIRCULATION: Type	Pump Type	GOVERNOR: Furnished?	Type	Maximum Governed Speed (R.P.M.)	MISCELLANEOUS: Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.): Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
.....	4	Car...	12.50	.....	ChN..	.....	Yes...	2.50x2.50	7	3.00x3.00	3.00x3.00	abcde..	Gear..	Pump...	Gear..	NP...	.....	.....	2200	1900	No...	32	34½	71¾	Yes...	Sterling Petrel.....L6
.....	4	Car...	12.50	.....	ChN..	None...	Yes...	2.50x2.12	7	3.00x3.00	3.00x3.00	abcde..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	2200	1800	.....	29	40	70½	Yes...	Sterling Petrel.....LT6
.....	3	ASt...	18.00	.....	ChN..	.....	Yes...	4.00x3.75	7	4.00x5.50	4.00x3.37	abcde..	Gear..	Pump...	Gear..	NP...	.....	.....	.....	7500	No...	40⅛	72¾	121⅛	.....	Sterling Viking II....T-6
.....	3	ASt...	18 00	.....	ChN..	.....	Yes...	4.00x3.87	9	4.00x5.50	4.00x3.37	abcde..	Gear..	Pump...	Gear..	NP...	.....	.....	.....	9000	No...	40⅛	72¾	142⅛	.....	Sterling Viking II....T-8
.....	3	ASt...	18.00	.....	ChN..	.....	Yes...	4.00x3.87	7	4.00x3.37	4.00x5.50	abc....	Gear..	Pump...	Cent..	Stk...	Cent..	1200	.....	5250	.....	.....	60¼	84 1/16	.....	Sterling Viking II...TT6
.....	3	ASt...	18.00	.....	ChN..	.....	Yes...	4.00x3.87	9	4.00x3.37	4.00x5.50	abcde..	Gear..	Pump...	Cent..	Stk...	Cent..	1200	.....	7850	.....	.....	60¼	111½	.....	Sterling Viking II...TT8
.....	3	Car...	8.50	43.0	Car...	.375	No...	1.50x2.12	3	1.50x3.00	1.50x3.00	abe....	Vane..	Pump...	Gear..	Opt...	Cent..	1200	.....	620	Yes..	19½	22 11/16	46⅝	No...	Thorobred.....AA
.....	4	Car...	10.37	66.0	Car...	None...	.....	2.00x2.25	3	2.00x4.19	2.00x3.50	abe....	Gear..	Pump...	Gear..	Opt...	Cent..	1200	.....	8 0	Yes..	20¼	26 11/16	54⅜	No...	Thorobred.....B
.....	4	Car...	11.37	87.0	Car...	None...	No...	2.56x2.25	5	2.56x4.25	2.56x4.25	abcee...	Gear..	Pump...	Gear..	Opt...	Cent..	1400	.....	1175	Yes..	22¾	27 1/16	62⅜	No...	Thorobred.....BB4
.....	4	Car...	11.37	87.0	Car...	None...	No...	2.56x2.25	7	2.56x4.25	2.56x4.25	abcee...	Gear..	Pump...	Gear..	Opt...	Cent..	1400	.....	1475	.....	23⅝	30 1/16	75⅝	No...	Thorobred.....BB6
.....	4	Car...	11.37	87.0	Car...	None...	No...	.....	7	2.56x4.25	2.56x4.25	abcee...	Gear..	Pump...	Gear..	Opt...	Cent..	1200	.....	1565	.....	24⅛	30 1/16	75⅝	No...	Thorobred.....BBS6
.....	4	Car...	13.25	168.0	Car...	None...	No...	2.56x3.00	5	2.62x4.50	2.62x4.50	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	1100	.....	1720	Yes..	25⅞	35½	77	No...	Thorobred.....BC4
.....	4	Car...	13.25	168.0	Car...	None...	.....	2.56x3.00	7	2.62x4.50	2.62x4.50	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	1100	.....	2350	Yes..	27⅛	35½	94½	No...	Thorobred.....BC6
.....	4	Car...	13.25	168.0	Car...	None...	No...	2.56x3.00	5	2.62x4.50	2.62x4.50	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	1000	.....	1730	Yes .	25⅞	35½	77	No...	Thorobred.....BCS4
.....	4	Car...	13.25	168.0	Car...	None...	No...	2.56x3.00	7	2.62x4.50	2.62x4.50	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	1000	.....	2260	Yes..	27⅛	35½	94½	No...	Thorobred.....BCS6
.....	3	Car...	8.00	27.0	Car...	.250	No...	1.75x1.50	2	1.75x2.81	1.75x2.87	abe....	Vane..	Pump...	Gear..	NP...	.....	1800	.....	330	Yes..	15⅞	21⅛	38⅝	No...	Thorobred.....DS
.....	4	Car...	10.37	66.0	Car...	None...	No...	2.00x2.25	3	2.00x4.19	2.00x3.50	abe....	Gear..	Pump...	Gear..	Opt...	Cent..	1200	.....	830	Yes..	20¼	26 11/16	54⅜	No...	Thorobred.....F
.....	3	.....	8.50	43.0	Car...	.375	Yes...	1.50x2.12	2	1.50x3.00	1.50x3.00	.....	Pist..	Pump...	Plng..	NP...	.....	800	.....	210	Yes..	19¼	22 1/16	21⅜	No...	Thorobred.....K
.....	3	Car...	8.50	43.0	Car...	.375	No...	1.50x2.12	2	1.50x3.00	1.50x3.00	.....	Pist..	Pump...	Plng..	NP...	.....	900	.....	415	.....	19½	22 11/16	36¼	No...	Thorobred.....KK
.....	3	Car...	7.25	31.0	Car...	None...	No...	2.00x1.25	4	2.37x2.00	2.37x1.56	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	2000	.....	750	Yes..	18¼	23 1/16	49 1/16	No...	Thorobred....Z6 Courier
.....	4	Car...	8.75	48.0	Car...	None...	No...	2.00x1.50	4	2.37x2.37	2.37x1.75	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	2000	.....	830	Yes..	20⅝	25¼	51 11/16	No ...	Thorobred.....XJ6
.....	3	Car...	8.75	48.0	Car...	None...	No...	2.25x1.50	7	2.62x2.75	2.62x1.62	abce...	Gear..	Pump...	Gear..	Opt...	Cent..	1600	.....	1080	Yes..	20	24⅞	57 11/16	No...	Thorobred.....XS6
.....	4	Car...	13.25	168.0	Car...	None...	No...	2.56x3.00	5	2.62x4.50	2.62x4.50	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	1000	.....	1740	.....	25⅞	35½	77	No...	Thorobred...BC Super 4
.....	4	Car...	13.25	168.0	Car...	None...	No...	2.56x3.00	7	2.62x4.50	2.62x4.50	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	1000	.....	2380	Yes..	27⅛	35½	94½	No...	Thorobred...BC Super 6
.....	4	Car...	8.75	46.0	Car...	.25	No...	2.00x1.50	3	2.00x2.50	2.00x1.87	abcde..	Gear..	Pump...	Gear..	Opt...	Cent..	1500	.....	610	Yes..	19½	26¼	41	No...	Th'bred Arrowhead XH
.....	4	Car...	12.00	120.0	Car...	None...	No...	2.37x2.87	3	2.25x2.97	2.75x4.00	abe....	Gear..	Pump...	Cent..	Stk...	Cent..	1200	900	1040	Yes..	25⅝	42	41 11/16	2	Twin City.....TW
.....	4	Car...	12.00	120.0	Car...	None...	No...	2.37x2.87	3	2.25x2.97	2.75x4.00	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	800	1260	Yes..	30⅛	47 1/16	42⅝	1	Twin City.....FE
.....	4	Car...	10.00	96.0	Car...	None...	No...	2.37x2.50	3	2.50x2.50	2.62x3.50	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	800	1075	Yes..	23½	43¾	46½	2	Twin City.....KE
.....	4	Car...	14.00	248.0	Car...	None...	Yes...	3.00x3.62	3	2.90x3.91	3.12x5.75	abef...	Gear..	Pump...	Cent..	Stk...	Cent..	900	700	1800	Yes..	34⅝	47½	54¼	1	Twin City.....AE
.....	4	Car...	7.25	.....	Car...	.....	No...	1.75x1.25	3	2.12x1.25	2.12x1.50	abce...	Gear..	Opt....	None..	Opt...	Cent..	2600	1350	280	No..	19	26	37⅜	5	Waukesha.....FS
Flo...	.....	Car...	7.25	.....	Car...	.....	.....	1.75x1.25	3	2.12x1.25	2.12x1.50	abce...	Gear..	Opt....	Vane..	Opt...	Cent..	.....	.....	285	.....	19	28¾	37⅜	5	Waukesha.....FLJ
Flo...	.....	Car...	.....	.....	Car...	.....	.....	1.75x1.25	3	2.12x1.25	2.12x1.50	abce...	Gear..	Opt....	Vane..	Opt...	Cent..	.....	.....	290	.....	19	28¾	37⅜	5	Waukesha.....FKJ
.....	3	Car...	8.75	.....	Car...	.....	No...	2.00x1.50	3	2.00x1.87	2.00x2.50	abcde..	Gear..	Opt....	Cent..	Opt...	Cent..	.....	.....	375	.....	17⅞	27	32¼	5	Waukesha.....XAH
.....	3	Car...	8.75	.....	Car...	None...	No...	2.12x1.50	3	2.25x1.75	2.25x2.31	abce...	Gear..	Opt....	Cent..	Opt...	Cent..	.....	.....	400	.....	.....	.....	.....	5	Waukesha.....XAK
Pist..	3	Car...	10.00	57.5	Car...	0.25	No...	2.25x2.00	3	2.25x2.00	2.37x2.75	abce...	Gear..	Opt....	Cent..	Opt...	Cent..	.....	.....	580	.....	20½	34	36 11/16	3	Waukesha.....V
.....	3	Car...	10.00	.....	Car...	0.25	No...	2.25x2.00	3	2.25x2.00	2.37x2.75	abce...	Gear..	Opt....	Cent..	Opt...	Cent..	.....	.....	600	.....	20½	34	36 11/16	3	Waukesha.....VK
.....	3	Car...	10.50	.....	Car...	.....	.....	2.37x2.12	3	2.37x2.12	2.37x2.75	abcde..	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	1375	.....	21¼	35	.....	2	Waukesha.....VIS
.....	.....	Car...	10.50	.....	Car...	.....	.....	2.37x2.12	3	2.37x2.12	2.37x2.75	abcde..	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	1375	.....	21¼	35	.....	2	Waukesha.....VIL
.....	.....	Car...	10.50	.....	Car...	.....	.....	2.37x2.12	3	2.37x2.12	2.37x2.75	abcde..	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	1375	.....	21¼	35	.....	2	Waukesha.....VIK
Flo...	.....	Car...	11.75	.....	Car...	None...	No...	2.75x2.50	3	3.00x2.87	3.00x3.62	abcde..	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	1575	.....	24	42	.....	2	Waukesha.....CHS
Flo...	.....	Car...	11.75	.....	Car...	None...	No...	2.75x2.50	3	3.00x2.87	3.00x3.62	abcde..	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	1575	.....	24	42	.....	2	Waukesha.....CHK
Pist..	.....	Car...	13.25	.....	Car...	.....	No...	2.50x2.75	3	3.00x3.00	3.00x3.63	abce...	Gear..	Pump...	Cent..	Stk...	Cent..	1000	.....	1550	.....	30½	42	48	1	Waukesha.....HS
Pist..	.....	Car...	13.25	.....	Car...	.....	No...	2.50x2.75	3	3.00x3.00	3.00x3.63	abce...	Gear..	Pump...	Cent..	Stk...	Cent..	1000	.....	1575	.....	30½	42	48	1	Waukesha.....HL
.....	4	Car...	13.25	.....	Car...	.....	No...	2.75x2.50	3	3.00x3.00	3.00x3.62	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	700	1700	Yes..	27¼	51½	47⅝	1, 0	Waukesha.....4-80
.....	4	Car...	13.25	.....	Car...	.....	No...	2.75x2.50	3	3.00x3.00	3.00x3.62	abcef...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	650	1750	Yes..	27¼	51½	47⅝	1, 0	Waukesha.....4-95
.....	.....	Car...	15.37	.....	Car...	.....	.....	3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	2195	.....	39½	47	52⅝	0	Waukesha.....JL
.....	.....	Car...	15.37	.....	Car...	.....	.....	3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	2220	.....	39½	47	52⅝	0	Waukesha.....JK
Pist..	4	Car...	15.37	.....	Car...	.....	No...	3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear..	Pump...	Cent..	Stk...	Cent..	.....	600	2225	Yes..	30½	47	51⅝	1, 0	Waukesha.....JZ
Pist..	4	Car...	18.00	.....	Car...	None...	No...	3.25x2.75	5	3.75x3.75	3.75x5.50	abce...	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	2700	.....	34	51⅜	59 1/16	0,00	Waukesha.....WL
.....	4	Car...	18.00	.....	Car...	None...	No...	3.25x2.75	5	3.75x3.75	3.75x5.50	abce...	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	2750	.....	34	51⅜	59 1/16	0,00	Waukesha.....WK
.....	4	Car...	8.00	.....	Car...	.....	No...	2.00x1.50	7	2.62x1.25	2.62x2.00	abcde..	Gear..	Pump...	Cent..	Opt...	Cent..	2800	1150	675	No..	26	31	39½	4	Waukesha.....6 BL
.....	4	Car...	8.00	.....	Car...	.....	No...	2.00x1.50	7	2.62x1.25	2.62x2.00	abcde..	Gear..	Pump...	Cent..	Opt...	Cent..	2800	1100	690	No..	26	31	39½	4	Waukesha.....6 BK
.....	4	Car...	8.75	.....	Car...	None...	No...	2.25x1.50	4	2.62x1.56	2.62x2.25	abcde..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	775	Yes..	25¾	36⅜	41	4	Waukesha.....6-90
Pist..	4	Car...	8.75	.....	Car...	.....	No...	2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	860	.....	20½	31	43 11/16	3, 2	Waukesha.....6MS
Pist..	4	Car...	8.75	.....	Car...	.....	No...	2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	875	.....	20½	31	43 11/16	3, 2	Waukesha.....6ML
Pist..	4	Car...	8.75	.....	Car...	.....	No...	2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	890	.....	20½	31	43 11/16	3, 2	Waukesha.....6MK
.....	4	Car...	8.75	.....	Car...	.....	No...	2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	1850	800	920	.....	22	26	43⅝	3	Waukesha.....6 MZ
.....	4	Car...	8.75	.....	Car...	None...	No...	2.25x1.50	7	2.87x1.62	2.87x2.75	abcde..	Gear..	Pump...	Cent..	Opt...	.....	.....	.....	1125	Yes..	26	38½	59⅛	3°	Waukesha.....6-110
.....	.....	Car...	10.25	.....	Car...	.....	No...	2.75x1.75	7	3.00x1.81	3.00x3.00	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	1150	.....	26	34 1/16	46 1/16	3	Waukesha.....6SRS
Pist..	.....	Car...	10.25	.....	Car...	.....	No...	2.75x1.75	7	3.00x1.88	3.00x3.00	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	.....	No...	26	34 1/16	46 1/16	3°	Waukesha.....6SRL
Flo...	.....	Car...	10.25	.....	Car...	None...	No...	2.75x1.75	7	3.00x1.81	3.00x1.50	abcde..	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	1130	No...	26	35⅛	46 1/16	3, 2	Waukesha.....6SRK
.....	4	Car...	10.25	.....	Car...	None...	No...	2.75x1.75	7	3.00x1.88	3.00x3.00	abcde..	Gear..	Pump...	Cent..	Opt...	.....	.....	.....	1425	Yes..	27	42¾	61 1/16	3°	Waukesha.....6-125
Pist..	.....	Car...	13.25	.....	ChN..	None...	No...	2.75x2.50	4	3.50x2.63	3.50x3.50	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	1600	750	1300	No...	26	41 11/16	54 1/16	2	Waukesha.....6AB
Pist..	.....	Car...	13.25	.....	ChN..	.....	No...	2.75x2.50	4	3.50x2.50	3.00x3.50	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	1250	.....	26	41 11/16	54 1/16	2	Waukesha.....6RB
.....	4	Car...	15.37	.....	Car...	.....	No...	3.25x2.75	7	3.75x3.75	3.75x5.50	abce ...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	750	.....	No..	32	55	75	0, 00	Waukesha.....6 EL
.....	4	Car...	15.37	.....	Car...	.....	No...	3.25x2.75	7	3.75x3.75	3.75x5.50	abce ...	Gear..	Pump...	Cent..	Stk ...	Cent..	1200	750	.....	No..	32	55	75	0, 00	Waukesha.....6 EK
Pist..	.....	Car...	18.58	.....	Car...	.....	No...	4.00x3.75	7	4.50x5.00	4.25x5.50	abce°	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	7300	Yes..	42	60	95⅞	00	Waukesha.....6LS
Pist..	.....	Car...	18.38	.....	Car...	.....	No...	4.00x3.75	7	4.25x5.00	4.25x5.50	abce°	Gear..	Pump...	Cent..	Stk...	Cent..	.....	.....	7335	Yes..	42	60	95⅞	00	Waukesha.....6LK
.....	3	Car...	8.37	28.0	Car...	None...	Yes...	1.50x1.12	2	.....	.....	.....	Gear..	AirC...	AirC..	Opt...	Cent..	.....	1200	250	No..	.....	.....	.....	6°	Wisconsin.....AC 4
.....	.....	Car...	10.50	66.0	Car...	None...	No...	2.00x2.00	3	1.94x2.50	2.06x3.00	abe....	Gear..	Pump...	Cent..	Opt...	Cent..	.....	1000	615	No...	26	34	35⅞	3°	Wisconsin.....SU
.....	3	Car...	10.50	64.0	Car...	None...	No...	2.37x2.00	3	2.37x2.50	2.37x3.00	abe....	Gear..	Pump...	Cent..	Opt...	Cent..	.....	900	640	No...	26	34	35⅞	3°	Wisconsin.....W
.....	4	Car...	10.5	133.0	Car...	None...	No...	2.75x2.50	3	2.75x3.00	2.75x3.00	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	1000	850	No...	26	36	46	2°	Wisconsin.....X
.....	3	Car...	9.0	59.0	Car...	None...	No...	2.25x1.75	4	2.25x2.50	2.25x3.00	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	700	820	No...	26	30	45 11/16	3°	Wisconsin.....N
.....	3	Car...	10.5	68.0	Car...	None...	Yes...	2.50x1.75	4	2.50x2.50	2.50x3.00	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	700	965	Opt..	25¾	34	47 11/16	3°	Wisconsin.....GA-1
.....	3	Car...	10.5	68.0	Car...	None...	Yes...	2.50x1.75	4	2.50x2.50	2.50x3.00	abce ...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	700	975	Opt..	25¾	34	48	2°	Wisconsin.....GA-2
.....	3	Car...	10.5	72.0	Car...	None...	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	700	1075	No..	25¾	35⅞	47⅛	3°	Wisconsin.....L-2
.....	3	Car...	10.5	72.0	Car...	None...	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	700	1095	No..	25¾	35⅞	47⅛	3°	Wisconsin.....L-3
.....	3	Car ..	10.50	72.0	Car...	None...	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	700	1110	No..	25¾	35⅞	47⅛	3	Wisconsin.....L-4
.....	5	Car...	10.5	133.0	Car...	None...	Yes...	2.75x2.50	4	2.75x3.00	2.75x3.00	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	800	1160	Opt..	26	34¼	52 1/16	2°	Wisconsin.....ZA-1
.....	4	Car...	10.5	133.0	Car...	None...	Yes...	2.75x2.50	4	2.75x3.00	2.75x3.00	abce...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	800	1160	Opt..	26	34¼	52 1/16	2°	Wisconsin.....ZA-2

Gear Case

Ind—Industrial.
Int—Integral.
Ohv—Valve in Head; overhead camshaft.
L—Valves at side. ("L" head).
M.L.—Mechanical Lubrication.
Mag—Magnesium.
Mar—Marine.
Nich—Nichrome.
Nicl—Nickel Iron.
NiS—Nickel Steel.

NP—No provision.
Opt—Optional.
Plng—Plunger.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.
Ro—Rotary Valve
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.

Spec—Special.
SpB—Spiral Bevel.
SpP—Splash with pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Van Bl'k—Van Blerck.
Var—Various.
*—Optional.
a—Others also.
†—Inlet valve only.
‡—Additional Models and Specifications available upon request.
1—Red Wing Motor Co.

AMERICAN STOCK

Make and Model	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	Gear Materials (S.A.E. Nos.) First Reduction Pinion	Gear Materials First Reduction Gear	Gear Materials Final Reduction Pinion	Gear Materials Final Reduction Gear	Gear Ratio First Reduction Standard	Gear Ratio First Reduction Optional	Gear Ratio First Reduction Optional	Gear Ratio Final Reduction Standard	Gear Ratio Final Reduction Optional	Nominal Pitch of Gears First Reduction	Nominal Pitch of Gears Final Reduction	Face of Gears First Reduction	Face of Gears Final Reduction	Axle Shaft Diameter at Differential End (Ins.)	Axle Shaft Diameter at Wheel End (Ins.)	Axle Shaft Material S.A.E. No.	Range of Spring Centers Maximum	Range of Spring Centers Minimum	Propulsion Taken by	Torque Taken by	Provision for Radius Rods?
Clark B364	Trucks	††	††	½F	SB	2315	2315			5.66	5.10	6.37			4.25		1.31		1.63	1.97	3140	40	38½	Sp	Sp	No
Clark B373	Trucks	††	††	FF	SB	T23420	4615			5.66	6.37	5.10			4.25		1.44		1.62	1.50	3140	43¾	38½	Sp	Sp	No
Clark B374	Trucks	††	††	FF	SB	T23420	4615			5.66	6.37	5.10			4.25		1.44		1.62	1.50	3140	41	38½	Sp	Sp	No
Clark B611	Trucks	††	††	FF	SB	2512	2315			5.66	6.37				3.80		1.69		1.75	1.69	3140	41	37½	Sp	Sp	No
Clark B805	Trucks	††	††	FF	SB	2512	2315			6.43	5.75	7.17			2.80		2.12		2.12	1.94	3140	41	37½	Sp	Sp	No
Clark B613	Trucks	††	††	FF	SB	2512	2315			5.66	6.37				3.80		1.69		1.75	1.69	3140	41	37½	Sp	Sp	No
Clark B642	Trucks	††	††	FF	SB	2512	2315			6.43	7.17				2.82		2.12		1.95	1.75	3140	41	37½	Sp	Sp	No
Clark B800	Trucks	††	††	FF	SB	2512	2315			6.37	7.12				3.34		1.75		2.12	1.94	3140	41	37½	Sp	Sp	No
Clark B370	Trucks	††	††	FF	SB	23420	4615			5.66	6.37	5.10			4.25		1.31		1.63	1.50	3140	40	38½	Sp	Sp	No
Clark B610	Trucks	††	††	FF	SB	2512	2315			6.37	5.66	7.12			3.80		1.69		1.75	1.69	3149	40	38	Sp	Sp	No
Clark B640	Trucks	††	††	FF	SB	2512	2315			6.37	7.12	5.66			3.34		1.75		1.94	1.75	3140	41	37½	Sp	Sp	No
Columbia 10000A	Cars			½F	SB			2320	2320				4.7	4.4		4.7		1.12	1.19	1.37	4140	Var	Var	Sp	Sp	No
Columbia 17000A	Cars			½F	SB			2320	2320				4.5	4.7		4.7		1¼	1.31	1.50	4140	Var	Var	Sp	Sp	No
Columbia 38000A	Cars			¾F	Hyp			2320	2320					4.9		5.00	1½		1.43	1.5	4140	Var	Var	Sp	Sp	No
Eaton 966	Trucks			FF	SB	2512	2315			6.16	5.28				3.25		1.50		1.62	1.50	4145	38	Var	Sp	Sp	No
Eaton 972	Trucks			FF	SB	2512	2315			6.16	5.28	6.60			3.18		1.62		1.62	1.50	4145	38	Var	Sp	Sp	No
Eaton 1640	Trucks			FF	SB	2512	2315			5.62	6.50	7.40			3.40		1.75		1.81	1.62	4145	40	Var	Sp	Sp	No
Eaton 1620	Trucks			FF	SB	2512	2315			5.62	6.50	7.40			3.39		1.75		1.81	1.62	4145	40	Var	Sp	Sp	No
Eaton 1718	Trucks			FF	SB	2512	2315			6.57	7.14				3.29		1.75		1.97	1.75	4145	40	Var	Sp	Sp	No
Eaton 1720	Trucks			FF	SB	2512	2315			6.50	6.14	7.20			2.79		1.75		1.97	1.75	4145	40	Var	Sp	Sp	No
Eaton T-45	Trucks			FF	DR	2512	2315	2512	2315	2.18	2.56	1.92	8.05	9.43	3.00	4.00	1.62	3.31	1.97	1.75	4145	40	Var	Sp	Sp	No
Eaton 2512	Trucks			FF	SB	2512	2315			6.43	7.16	5.62			3.00		1.87		1.97	1.75	4145	40	Var	Sp	Sp	No
Eaton 2612	Trucks			FF	DR	2512	2315	2512	2315	2.30			8.50	9.43	2.76	4.00	1.75	3.31	2.12	1.84		40	Var	Sp	Sp	No
Eaton 58	Trucks			FF	DR	2512	2512	2512	2315	2.23	2.64		8.4	9.94	3.13	4-5	1.75	3.25	2.12	1.84		41¾	Var	Sp	Sp	No
Eaton 80	Trucks			FF	DR	2512	2512	2512	2315	2.08			7.98	6.37	2.40	3.50	2.0	4.00	2.62	2.29		40	Var	Sp	Sp	No
Eaton 1167	Trucks			FF		2512	2512	2512	2315	6.16			12.13		6.00	3.25		1.50	1.62	1.50	4145	38	Var	Sp	Sp	No
Salisbury S	Cars	†1000	§425	½F	SB	2315	2315			5.25	Var	Var			Var		1.06		.979	1.00	4140	Var	Var	TT	TT	Yes
Salisbury 30	Cars	†1800	§ 825	½F	SB	4620	4620			Var	Var	Var			Var		1.25		1.18	1.31	4140	Var	Var	Sp	Sp	No
Salisbury 40	Cars	†2200	§ 950	½F	SB	4620	4620			Var	Var	Var			Var		1.28		1.22	1.50	4140	Var	Var	Sp	Sp	No
Salisbury 51	Cars	†2400	§1050	½F	SB	4620	4620			Var	Var	Var			Var		1.41		1.31	1.56	4140	Var	Var	Sp	Sp	No
Salisbury 50	Cars	†2400	§1050	½F	Hyp	4620	4620			Var	Var	Var			Var		1.44		1.31	1.56	4140	Var	Var	Sp	Sp	
Salisbury M	Cars	†2600	§1175	½F	SB	4620	4620			Var	Var	Var			Var		1.37		1.31	1.56	4140	Var	Var	Sp	Sp	No
Salisbury 50-1	Cars	†2200	§ 950	½F	Hyp	4620	4620			Var	Var	Var			Var		1.44		1.22	1.50	4140	Var	Var	Sp	Sp	No
Salisbury F	Cars	†3400	§1425	½F	SB	4620	4620			Var	Var	Var			Var		1.50		1.47	1.75	4140	Var	Var	Sp	Sp	No
Salisbury FH	Cars	†3600	§1500	½F	Hyp	4620	4620			Var	Var	Var			Var		1.50		1.47	1.75	4140	Var	Var	TA	Sp	No
Salisbury 30-1	Cars	†2000	§ 875	½F	SB	4620	4620			Var	Var	Var			Var		1.25		1.22	1.50	4140	Var	Var	Sp	Sp	No
Timken 53200	Trucks	††	††	FF		4615	4615						6.60	5.66	12.25		1.50		1.62	1.50	3240		39	Sp	Sp	No
Timken 54200	Trucks	††	††	FF	SB	4615	4615			5.83	4.86	6.80			12.62		1.69		1.75	1.62	3240	41	39	Sp	Sp	Yes
Timken 56200	Trucks	††	††	FF	SB	4615	4615			6.17	5.29	5.71			14		2.13		1.87	1.75	3240	41	39	Sp	Sp	Yes
Timken 58200	Trucks	††	††	FF	SB	4615	4615			6.83	5.57	6.14			16		2.6		2.00	1.81	3240	41	39	Sp	Sp	Yes
Timken 64800	Trucks	††	††	FF	Wo	3115				6.00	6.40	7.40							1.87	1.75	3240	41	39	Sp	Sp	Yes
Timken 65200	Trucks	††	††	FF	Wo	3115				7.50	6.75	8.75							2.00	1.81	3240	41	39	Sp	Sp	Yes
Timken 65725	Trucks	††	††	FF	Wo	3115				8.50	6.80	7.75							2.25	2.00	3240	41	39	Sp	Sp	
Timken 66725	Trucks	††	††	FF	Wo	3115				8.20	6.80	10.25							2.37	2.12	3240	41	39½	Sp	Sp	Yes
Timken 68720	Trucks	††	††	FF	Wo	3115				10.0	11.7	8.67							2.69	2.31	3240	41½	41½	Sp	Sp	Yes
Timken 75200	Cars	††	††	FF	DR	2512	2512	4615	4615				7.83		7.50	11.5	1.37	2.25	2.00	1.81	3240	41	39	Sp	Sp	Yes
Timken 75733	Trucks	††	††	FF	DR	4820	4820	4324	4615	2.25			9.41	8.46	9.12	12.55	1.87	3.50	2.22	2.00	4324	41	39	Sp	Sp	Yes
Timken 76733	Trucks	††	††	FF	DR	4820	4820	4615	4615	1.91			9.20	8.51	9.50	14.34	2.25	3.75	2.35	1.94	4324	41	39½	Sp	Sp	Yes
Timken 79730	Trucks	††	††	FF	DR	4615	4615	4615	4615	2.22			9.48	10.31	10.0	15.93	2.25	4.50	2.69	2.31	4324	41½	41½	Sp	Sp	Yes
Wisconsin 4516L	T & Bu.	††	††	FF	DR	2512	2512	4615	4615	2.3			6.66	7.36	2.7	4-5	1.6	1.87	1.75		3240	40	36	Sp	Sp	Yes
Wisconsin 4916L	T & Bu.	††	††	FF	DR	2512	2512	4615	4615	2.3			6.66	7.36	2.7°	4-5	1.6	2.00	1.87		3240	41	36	Sp	Sp	Yes
Wisconsin 70000L	T & Bu.	††	††	FF	DR	4615	4615	4615	4615	2.28			7.06	8.00	2.00	3-4	1.60	2.25	2.00		3240	41	36	Sp	Sp	Yes
Wisconsin 1237H	T & Bu.	††	††	FF	DR	2512	2512	4615	4615	2.4			7.3	8.94	2.70	3-4	1.80	2.50	2.25	2.25	3240	41	36	Sp	Sp	Yes
Wisconsin 1337H	T & Bu.			FF	DR	4820	4820	4615	4615	2.1			8.64	6.80	2.50	5	2.25	3.50	2.25		3240	41½	36	Sp	Sp	Yes
Wisconsin 1737W	T & Bu.	††	††	FF	DR	4820	4820	4615	4615	1.9			9.15	7.14	2.40	3-4	2.00		2.50		3240	41	39	Sp	Sp	Yes
Wisconsin 1910W	T & Bu.	††	††	FF	DR	4615	4615	4615	4615	2.3			8.88	10.0	2.50	3-4	2.25	3.00	2.75		3240	41	39	Sp	Sp	Yes

ABBREVIATIONS:
*—Capacity at the ground
°—Others also
§—Axle Shaft Torque
†—Nominal Load on Tires
AA—Above Axle
B—Bevel
BA—Below Axle
Ben—Bendix
B-L-C—Brown-Lipe-Chapin
B-R—Ball and Roller
Bu—Buses
C—Cars
CS—Cast Steel
DR—Double Reduction
Ext Ds—External Driveshaft
Ext Rw—External Rear Wheels
Fair—Fairfield
FF—Full Floating
½F—Semi-Floating
HB—Helical Bevel
Hyp—Hypoid
Hyd—Hydraulic Brakes
IF—Inside of Frame
††—"Recommendations of axle sizes are made only after complete vehicle specifications have been submitted by the vehicle manufacturer."
‡—Less Brakes and Wheels

AMERICAN

Make and Model	General: Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Engine: Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Valves: Arrangement	Valves: Head Material	Valves: Drive	Piston Material	Oiling System: Pressure to	Oiling System: Pump Type	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electric System: Ignition: Make	Ignition: Current Source	Generator and Starter Make	Voltage
Checker T		130	6.50/18	4763	Lyc GUC	8-3x4¾	28.80	268.6	5.26	4	Det	8	L	Sil	Chain	CI	abode	Gear	Pump	Zenith	Mp	A-L	B	A-L	
General 395—0-14		122	6.50/18		Own 1221	6-3 3/16x4⅝	24.38	221.4	4.60	3	Det	6	I	Sil.°	Heli	CI	abf	Gear	Pump	Marvel	Mp	D-R	B	D-R	6
†Paramount G		127	7.00/18	4800	Cont 3P	6-3⅜x4	27.34	214.7	4.45	3	Det	6	L	CNS	Chain	CI	abe	Gear	Pump	Zenith	Vac	D-R	B	D-R	6

ABBREVIATIONS;
†—1933 Specifications
a—Main Bearings
A-L—Auto-Lite
b—Connecting Rods
B—Battery
c—Camshaft Bearings
C&L—Cam and Lever
CNS—Chrome Nickel Intake, Silicon Chromium Exhaust
CI—Cast Iron
Col—Columbia
d—Wrist Pins
Det—Detachable
DP—Double Plate
Dtr—Detroit
D-R—Delco-Remy
D—Disk
e—Gear Case
Eng—Unit with Engine
Ext-Ds—External Drive Shaft
F—Fabric

REAR AXLES

Designed for Hotchkiss Drive?	Location of Spring Pads	DIFFERENTIAL Make	DIFFERENTIAL Type	DIFFERENTIAL Number of Pinions	SERVICE BRAKE Make and Type	SERVICE BRAKE Diameter of Drum (Ins.)	SERVICE BRAKE Lining Width (Ins.)	SERVICE BRAKE Lining Thickness (Ins.)	EMERGENCY BRAKE Type and Location	EMERGENCY BRAKE Diameter of Drum (Ins.)	EMERGENCY BRAKE Lining Width (Ins.)	EMERGENCY BRAKE Lining Thickness (Ins.)	Location of Brake Shaft Arms	BEARINGS First Reduction Pinion	BEARINGS Final Reduction Pinion	BEARINGS At Differential	BEARINGS At Wheels	BEARINGS On Pinion Shaft	Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
Yes	Opt	Frost	B	2	Own-IH	15	1¾	⅜						Ball		Roller	Roller	Ball	Steel	8⅛–30	58⅞	250	Oil	Clark B364
Yes	Opt	Frost	B	2	Own-IH	15	1¼	⅜						Roller		Roller	Roller	Opt	Steel	8⅛–30	63¾	300	Oil	Clark B373
Yes	Opt	Frost	B	2	Own-IH	15	2¼	⅜						Roller		Roller	Roller	Opt	Steel	8⅛–30	61½	292	Oil	Clark B374
Yes	Opt	Frost	B	4	Own-IH	16	3	¼						B-R		Roller	Roller	B-R	Steel	8⅛–32	63½	412	Oil	Clark B611
Yes	Opt	Fair	B	4	Own-IH	17¼	4	⅜						Roller		Roller	Roller	Roller	Steel	7⅞–32	69¾	627	Oil	Clark B805
Yes	Opt	Frost	B	4	Own-IH	16	3½	¼						B-R		Roller	Roller	B-R	Steel	8⅛–32	63½	420	Oil	Clark B613
Yes	Opt	Fair	B	4	Own-IH	16	3½	¼						Roller		Roller	Roller	Roller	Steel	7⅞–32	66¾	530	Oil	Clark B642
Yes	Opt	Fair	B	4	Own-IH	17¼	4	⅜						B-R		Roller	Roller	B-R	Steel	7⅞–32	69¾	588	Oil	Clark B800
	Opt	Frost	B	2–4	Own-IH	15	2¼	⅜						Ball		Roller	Roller	Ball	Steel	9⅛–32	63¾	290	Oil	Clark B370
	Opt	Frost	B	4	Ben-Int	16	2½	⅜						B-R		Roller	Roller	B-R	Steel	8⅛–32	64¾	376	Oil	Clark B610
	Opt	Fair	B		Own-IH	16	3½	¼						B-R		Roller	Roller	B-R	Steel	7⅞–32	66¾	490	Oil	Clark B640
Yes	B.A.	Own	B	2												Roller	Roller	Roller	1010		61¾		LB	Columbia 10000A
Yes	B.A.	Own	B	2												Roller	Roller	Roller	1010		61¾		LB	Columbia 17000A
Yes	B.A.	Own	B	2	Wag-H	15¼	2¼	⅜	None	No	No	No				Roller	Roller	Roller	1010		60		LB	Columbia 38000A
Yes	AA	Own	B	2	Ben-2 Shoe	14	2	⅜	None				OF	Roller	None	Roller	Roller	Roller	MaI		60¼	357	Oil	Eaton 966
Yes	AA	Own	B	2	Ben-2 Shoe	15	2¼	⅜					OF	Roller		Roller	Roller	Roller	MaI		60¼	401	Oil	Eaton 972
Yes	AA	Own	B	4	Ben-2 Shoe	17⅛	3	⅜	None				IF	Ball		Roller	Roller	Ball	MaI		66	380	Oil	Eaton 1640
Yes	AA	Own	B	4	Ben-2 Shoe	16	2½	¼					OF	Ball		Roller	Roller	Ball	MaI		65	493	Oil	Eaton 1620
Yes	AA	Own	B	4	Ben-2 Shoe	17⅛	3	⅜	None				OF	Ball		Roller	Roller	Ball	MaI		69	‡464	Oil	Eaton 1718
Yes	AA	Own	B	4	Ben-2 Shoe	17	3	¼					IF	Ball		Roller	Roller	Ball	MaI		66½	628	Oil	Eaton 1720
Yes	AA	Own	B	4	Ben-2 Shoe	17⅛	3	⅜	None				IF	Roller	Roller	Ball	Roller	Roller	MaI		69	‡557	Oil	Eaton T45
Yes	AA	Own	B	4	Ben-2 Shoe	17	4	¼	None				IF	Ball		Roller	Roller	Ball	MaI		68½	709	Oil	Eaton 2512
Yes	AA	Own	B	4	Ben-2 Shoe	17	4	¼					IF	Roller	Roller	Ball	Roller	Roller	MaI		71¼	850	Oil	Eaton 2612
Yes	Opt	Own	B	4	Own-Int	17	5	⅜	None				IF	Ball	Ball	Ball	Roller	Ball	CS		73¼	956	Oil	Eaton 58
Yes	AA	Own	B	4	Own-Int	17	6	⅜	None				IF	Ball	Ball	Ball	Roller	Ball	CS		71¼	1376	Oil	Eaton 80
Yes	AA	Own	B	2	Ben-2 Shoe	14	2	⅜					OF	Roller		Roller	Roller	Roller	MaI		60¼	376	Oil	Eaton 1167
No	BA	Spicer	B	2	Var-Var	Var	Var	Var						Ball		Roller	Roller	Ball	1020	Var	‡ 60	Var	Oil	Salisbury S
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var					None	Roller		Roller	Roller	Roller	1020	Var	‡100	Var	Oil	Salisbury 30
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var					None	Roller		Roller	Roller	Roller	1020	Var	‡115	Var	Oil	Salisbury 40
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	‡145	Var	Oil	Salisbury 51
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var					None	Roller	Roller	Roller	Roller	Roller	1020	Var	‡145	Var	Oil	Salisbury 50
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Ball		Roller	Roller	Ball	1020	Var	‡150	Var	Oil	Salisbury M
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	‡140	Var	Oil	Salisbury 50-1
Yes	BA	Spicer	B	2–4	Var-Var	Var	Var							Ball		Roller	Roller	Ball	1020	Var	‡200	Var	Oil	Salisbury F
Yes	BA	Spicer	B	4	Var-Var	Var	Var	Var					None	Roller		Roller	Roller	Roller	1020	Var	‡240	Var	Oil	Salisbury FH
Yes	BA	Spicer	B	2	Var-Var	Var	Var	Var						Roller		Roller	Roller	Roller	1020	Var	‡108	Var	Oil	Salisbury 30-1
Yes	AA	Timken	B	4	Int-Rw	Opt	Opt		None	No	No	No	Opt	Roller		Roller	Roller	Roller	1010		64			Timken 53200
Yes	AA	Timken	B	4	Int-Rw	16	Opt	Opt	None	No	No	No	Opt	Roller		Roller	Roller	Roller	MaI		64¼			Timken 54200
Yes	AA	Timken	B	4	Int-Rw	Opt	Opt	Opt	None	No	No	No	Opt	Roller		Roller	Roller	Roller	MaI		67⅞			Timken 56200
Yes	AA	Timken	B	4	Int-Rw	17¼	4		None	No	No	No	Opt	Roller		Roller	Roller	Roller	MaI		69½			Timken 58200
Yes	AA	Timken	B	4	Int-Rw	Opt	Opt		None	No	No	No	IF	Roller		Roller	Roller	Roller	MaI		67⅞			Timken 64800
Yes	AA	Timken	B	4	Int-Rw	17¼	4		Int-Ds				IF	Roller		Roller	Roller	Roller	MaI		69½			Timken 65200
		Timken	B	4	Int-Rw	17¼	Opt		Int-Ds				IF	Roller		Roller	Roller	Roller	1010		70			Timken 65725
Yes	AA	Timken	B	4	Int-Rw	17¼	Opt		Int-Ds				IF	Roller		Roller	Roller	Roller	1010		72¼			Timken 66725
Yes	AA	Timken	B	4	Int-Rw	21	Opt		Int-Ds				IF	Roller		Roller	Roller	Roller	1010		72¼			Timken 68720
Yes	AA	Timken	B	4	Int-Rw	17¼	4		Int-Ds				Opt	Roller	Roller	Roller	Roller	Roller	MaI		69½			Timken 75200
Yes	AA	Timken	B	4	Int-Rw	17¼	5	Opt						Roller	Roller	Ball	Roller		1010		70			Timken 75733
Yes	AA	Timken	B	4	Int-Rw	17¼	5½	Opt					IF	Roller	Roller	Ball	Roller		1010		72¼			Timken 76733
Yes	AA	Timken	B	4	Int-Rw	21	5½	Opt	Int-Ds				IF	Roller	Roller	Ball	Roller		1010		72¼			Timken 79730
Yes	Opt	Own	B	4	Lock-H	16	3½	¼	Rear W				None	Ball	Roller	Ball	Roller	Ball	MaI	10½–34	64½	665	Oil	Wisconsin 4516L
Yes	Opt	Own	B	4	Lock-H	16	3½	¼	None	No	No	No		Ball	Ball	Ball	Roller	Ball	MaI	11–36	66	750	Oil	Wisconsin 4916L
Yes	Opt	Own	B	4	Lock-H	17¼	4	⅜	None				None	Roller	Roller	Ball	Roller	Roller	MaI	12–38	69½	935	Oil	Wisconsin 70000L
Yes	Opt	Own	B	4	Lock-H	17¼	5	⅜	None	No	No	No		Ball	Ball	Ball	Roller	Ball	MaI	11–38	69½	1225	Oil	Wisconsin 1237H
Yes	Opt	Own	B	4	Lock-H	17¼	5	⅜	None	No	No	No		Roller	Roller	Ball	Roller	Roller	MaI	11–38	69½	1260	Oil	Wisconsin 1337H
Yes	Opt	Own	B	4	Wes-Air	17¼	5	¾	None				None	Roller	Roller	Ball	Roller	Roller	MaI	11½–40	71½	1425	Oil	Wisconsin 1737W
Yes	Opt	Own	B	4	Wes-Air	17¼	5	¾	None				None	Roller	Roller	Ball	Roller	Roller	MaI	12½–42	71½	1565	Oil	Wisconsin 1910W

IG—Internal Gear
IH—Internal Hydraulic
Int—Internal
Int Ds—Internal Driveshaft
Int Rw—Internal Rear Wheels
LB—Lead Base
Lock-H—Lockheel Hydraulic
MaI—Malleable Iron
NiA—Nickel Alloy
NewP—New Process
No. F—Non-Fluid
OF—Outside of Frame
Opt—Optional
PS—Pressed Steel
RR—Radius Rods
S—Spur
S-A—Springs and Torque Arm
SB—Spiral Bevel
Sp—Springs
Spec—Special
T—Trucks
TA—Torque Arm
TT—Torque Tube
Var—Variable
Wag—Wagner Electric
War—Warner
Wes-air—Westinghouse Air
Wo—Worm
[Brakes

TAXICABS

TRANSMISSION Clutch Make	Clutch Type	Gearset Make	Gearset Location	Gearset No. of Forward Speeds	Universal Joints Number and Make	Universal Joints Type	Rear Axle Make	Rear Axle Type	Rear Axle Final Drive	Rear Axle Gear Ratio	Rear Axle Propulsion Taken By	Rear Axle Torque Taken By	RUNNING GEAR Brakes Type and Location Foot	Brakes Type and Location Hand	Shackles Type	Front Axle Make	Steering Gear Make	Steering Gear Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	MAKE AND MODEL
Long	SP	Spicer	Eng		2-Spicer	m	Col	¾F	Hyp	4.91	Sp	Sp	Int-Fw	Ext-Ds	F	Col	Ross		PG	56⅛	D	Truscon	Checker T
Long	DP	Dtr	Eng		2-Spicer	m	Tim	½F	SB	4.85	Sp	Sp	Int-Fw	Ext-Ds	G	Tim	Sag		PG	53¼	D	Mid	General 395—0-14
Fuller	MDD	Fuller	Eng	3	2-Spicer	m	Col	FF	SB	5.10	Sp	Sp	Int-Fw	Ext-Ds	R	Col	Ross	C&L	PG	59	D	Truscon	Paramount G

I—(Oiling System)—Rocker Arm
¾F—¾ Floating
½F—½ Floating
F F—Full Floating
G—Metal and Rubber
Heli—Helical Gear
Hyp—Hypoid
I—In Head
Int-Fw—Internal Four Wheels
L—Both Valves at Side
m—Metal
MDD—Multiple Dry Disc
Mid—Midland Steel
Mp—Mechanical Pump
PG—Pressure Gun
PS—Propeller Shaft
R—Rubber
SB—Spiral Bevel
Sil—Silicon Chromium
Sp—Springs
SP—Single Plate
Tim—Timken

AMERICAN STOCK FRONT AXLES

Make and Model	Designed For	Axle Center: Material (S.A.E. No.)	Axle Center: Type	Axle Center: Depth of Section (Ins.)	Axle Center: Width of Flange (Ins.)	Type of Steering Head	Bearing Type: In Hubs	Bearing Type: Spindle Thrust	Bearing Type: Pivots	Material: Steering Knuckle (S.A.E. No.)	Material: Knuckle Arm (S.A.E. No.)	Transverse Inclination of King Pin (Degrees)	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Tie Rod End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	Road Clearance: Absolute Minimum (Ins.)	Road Clearance: Tire Size (Ins.)	Front Wheel Brakes: Equipped	Front Wheel Brakes: Make and Type	Front Wheel Brakes: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight—Complete Without Wheels (Lbs.)	Make and Model
Clark F208	Trucks	1040	I-S	2¼	2	Rev. Ell	Roller	Roller	Plain	3130	3130	9	0	1	3/16	Ball	8½	AA	8	30	Std	Own-Int-H	15	58¾	122	Clark F208
Clark F212	Trucks	1040	I-S	2¼	2	Rev. Ell	Roller	Roller	Plain	3130	3130	9	0	1	3/16		8½	AA	8	30	Opt	Own-Int-H	15	60	130	Clark F212
Clark F308	Trucks	1040	I-S	2⅝	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	7½				Ball	8⅜	AA	9¾	32	Std	Own-Int-H	16	64	180	Clark F308
Clark F304	Trucks	1040	I-S	2⅝	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	7½	0	2		Ball	8⅜	AA	9⅛	32	Std	Own-Int-H	16	60	165	Clark F304
Clark F318	Trucks	1040	I-S	2⅝	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	7½				Ball	10	AA	9⅝	32	Std	Own-Int-H	16	64	195	Clark F318
Clark F320	Trucks	1040	I-S	2⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	7½				Ball	10	AA	9½	32	Std	Own-Int-H	16	69	210	Clark F320
Eaton 250F	Trucks	1045	I-S	2 11/16	1⅞	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	⅛	Ball	6⅞	AA			Std	Ben-2 Shoe	12	57½	144	Eaton 250F
Eaton 260F	Trucks	1045	I-S	2 11/16	1⅞	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	⅛	Ball	6⅞	AA			Std	Ben-2 Shoe	14	58	175	Eaton 260F
Eaton 433F	Trucks	1040	I-S	3	2	Rev. Ell	Roller	Plain	Plain	Mol	Mol	8	0	1	⅛	Ball	7¾	AA			Std	Ben-2 Shoe	16	64¾	178§	Eaton 433F
Eaton 417F	Trucks	1045	I-S	2 29/32	2⅛	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	⅛	Ball	7⅝	AA			Std	Ben-2 Shoe	15	58⅞	217	Eaton 417F
Eaton 530F	Trucks	1045	I-S	3¼	2½	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	⅛	Ball	7¾	AA			Std	Ben-2 Shoe	16	61	290	Eaton 530F
Eaton 527F	Trucks	1040	I-S	3	2¾	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	⅛	Ball	8⅝	AA			Std	Ben-2 Shoe	16	61½	235§	Eaton 527F
Eaton 79F	Trucks	1045	I-S	4	3¼	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	⅛	Ball	11⅜	AA			Std	Ben-2 Shoe	17	71½	509	Eaton 79F
Eaton 533F	Trucks	1040	I-S	3	2¾	Rev. Ell	Roller	Roller	Plain	Mol	Mol	8	0	1	⅛	Ball	10⅝	AA			Std	Own-2 Shoe	17¼	67¼		Eaton 533F
Eaton 76F	Trucks	1040	I-S	3¾	3¼	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	0	1	⅛	Ball	11½	AA			Std	Own-2 Shoe	17¼	69 9/16		Eaton 76F
Salisbury S	C, T	1040	I-S	1¼	1	Rev. Ell	Roller	Plain	Plain	4140	4140	1½	1	1¼	1/16	Ball		AA	Var	Var	Std	Var- Var	Var	Var	20§	Salisbury S
Salisbury 30	Cars	1040	I-S	1 9/16	1½	Rev. Ell	Roller	Ball	Plain	4140	4140	7½	0	1	1/16	Rub		AA	Var	Var	Std	Var- Var	Var	Var	55§	Salisbury 30
Salisbury O	Cars	1040	I-S	2 1/16	1½	Rev. Ell	Roller	Ball	Plain	4140	4140	7½	0	1	1/16	Rub		AA	Var	Var	Std	Var- Var	Var	Var	61§	Salisbury O
Salisbury M	Cars	1040	I-S	2⅛	1⅝	Rev. Ell	Roller	B-P	Plain	4140	4140	7				RorB		AA	Var	Var	Std	Var- Int	Var	Var	70§	Salisbury M
Salisbury F	C, T	1040	I-S	2¼	1⅝	Rev. Ell	Roller	B-P	Plain	4140	4140	7				RorB		AA	Var	Var	Std	-Int	Var	Var	80§	Salisbury F
Salisbury F1	Cars	1040	I-S	2½	1¾	Rev. Ell	Roller	B-P	Plain	4140	4140	7				RorB		AA	Var	Var	Std	-Int	Var	Var	90§	Salisbury F1
Shuler 715	T, Tr	1040	I-S	3⅝	7 5/16	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	7½	36	N-P					Shuler 715
Shuler 610	Trucks	1040	I-S	3½	2½	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	9½	36	N-P					Shuler 610
Shuler 5592	T, B	1040	I-S	3 3/16	2¼	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	9	34	Std	-Int-H	16	Opt	390	Shuler 5592
Shuler 678	T, B	1040	I-S	3⅝	2 5/16	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	7½	36	Std	Wes- Int	17½	Opt	525	Shuler 678
Shuler 1639B	T, B	1040	I-S	3½	2 5/16	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Ball	Opt	AA	6½	36	Std	Chr- Int	17¼	Opt	475	Shuler 1639B
Shuler 1633	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	6	34	Std	Wes- Int	17½	Opt	450	Shuler 1633
Shuler 15693B	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	6½	34	Std	Wes- Int	17½	Opt	425	Shuler 15693B
Shuler 15692B	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	6½	34	Std	-Int-H	16	Opt	405	Shuler 15692B
Shuler 5429B	T, B	1040	I-S	2	2¾	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	6	34	Std	-Int-H	16	Opt	250	Shuler 5429B
Shuler 5429	Trucks	1040	I-S	2¾	2	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	9¼	34	Std	-Int-H	16	Opt	240	Shuler 5429
Shuler 5532	Trucks	1040	I-S	3 3/16	2¼	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	9	34	Std	-Int-H	16	Opt	360	Shuler 5532
Shuler 5572	Trucks	1040	I-S	3 3/16	2¼	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	9	34	Std	-Int-H	16	Opt	375	Shuler 5572
Shuler 15582B	T, B	1040	I-S	3⅜	2⅝	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	5⅝	34	Std	-Int-H	16	Opt	390	Shuler 15582B
Shuler 15592B	T, B	1040	I-S	3⅜	2⅝	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	5⅝	34	Std	-Int-H	16	Opt	400	Shuler 15592B
Shuler 15583B	T, B	1040	I-S	3⅜	2⅝	Elliot	Roller	Ball	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	9	34	Std	Wes- Int	17½	Opt	415	Shuler 15583B
Shuler 15682B	T, B	1040	I-S	3½	2⅝	Elliot	Roller	Roller	Plain	3135	3135	0	0	2	⅛	Y&P	Opt	AA	6½	34	Std	-Int-H	16	Opt	395	Shuler 15682B
Timken 30000	Trucks	1040	I-S	2½	1 9/16	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		60⅞		Timken 30000
Timken 30020	Trucks	1040	I-S	2½	1 9/16	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		57⅞		Timken 30020
Timken 31000	Trucks	1040	I-S	2½	1 9/16	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		64		Timken 31000
Timken 31020	Trucks	1040	I-S	2½	1 9/16	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8½	AA			Std	-Int		61		Timken 31020
Timken 33000	Trucks	1040	I-S	2⅞	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	70⅛		Timken 33000
Timken 33020	Trucks	1040	I-S	2⅞	2¼	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	67⅛		Timken 33020
Timken 35000	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	71¾		Timken 35000
Timken 35020	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	16	68¾		Timken 35020
Timken 35100	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	17¼	71¾		Timken 35100
Timken 35120	Trucks	1040	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8⅝	AA			Std	-Int	17¼	68¾		Timken 35120
Timken 26050	Trucks	1040	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	9⅝	AA			Std	-Int	17¼	71		Timken 26050
Timken 26450	Trucks	1040	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	9⅛	AA			Std	-Int	17¼	71		Timken 26450
Timken 27050	Trucks	1040	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	8¾	AA			Std	-Int	17¼	71⅜		Timken 27050
Timken 27450	Trucks	1040	I-S	3⅞	2⅝	Rev. Ell	Roller	Roller	Plain	3130	3130	8				Ball	9⅛	AA			Std	-Int	17¼	71⅝		Timken 27450

ABBREVIATIONS:
°—Also Others
§—Less Brakes
AA—Above Axle
B—Buses
Ben—Bendix
B-P—Ball or Plain
C—Cars
Chr—Christenson
Ext—External
H—Hydraulic
I-M—Internal Mechanical
Int—Internal
I-S—"I" Section
Mol—Molybdenum
N-P—No Provision
Opt—Optional
RorB—Rubber or Ball
Rev. Ell—Reverse Elliott
Rub—Rubber
Spec—Special
Std—Standard Equipment
T—Trucks
Tr—Tractor
Var—Varies
Wes—Westinghouse
Y&P—Yoke and Pin

AMERICAN STOCK CLUTCHES

Make and Model	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (Ins.)	Diameter of Facing: Outside (Ins.)	Diameter of Facing: Inside (Ins.)	Drive Members	Driven Members	Disk or Plate Material	No. of Springs	Pressures (Lbs.): Total Spring Pressure	Pressures (Lbs.): Total Pressure on Friction Face	Pressures (Lbs.): Pressure per Sq. In. of Friction Surface	Pressures (Lbs.): Pressure Required at Thrust Bearing to Disengage	Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	Drive Taken By: From Flywheel to Driving Members of Clutch	Drive Taken By: Fr'm Driv'g Memb's of Clutch to Driving Shaft of Clutch	Means of Adjustment	Is Clutch Brake Provided	Ball Housing (S.A.E.) (Nos.)	Weight (Lbs.)
Borg & Beck 9A-3	Cars	140	SP	Mo	3.70	9.00	5.75	2	1	Steel	6	1140	1140	30.3	210	11 1/16	Opt	L.O.P.	Splines	None	No	1,2,3,4,5	14¾
Borg & Beck 10A-3, 10A-4	Cars, T	185-150	SP	Mo	4.00	9.87	6.12	2	1	Steel	9	1400	1400	30.0	290	12⅝	Opt	L.O.P.	Splines	None	No	1,2,3,4,5	18¾
Borg & Beck 11A-3	Cars, T	250-180	SP	Mo	4.28	11.00	6.12	2	1	Steel	12	1740	1740	26.5	360	13⅝	Opt	L.O.P.	Splines	None	No	1,2,3,4	27¾
Borg & Beck 122, 122L	T, Bus	200	SP	Wo	4.78	11.87	7.25	2	1	Steel	1	300	1590	23.0	350	12¼	Opt	Pins	Splines	SCP	No	1,2,3	36½
Borg & Beck 132	T, Bus	260	SP	Wo	5.03	12.87	7.25	2	1	Steel	1	300	1590	17.8	350	13 3/16	Opt	Pins	Splines	SCP	No	1,2,3	41¼
Borg & Beck 142	T, Bus	375	SP	Wo	5.30	13.87	7.25	2	1	Steel	1	350	2117	19.3	375	14 1/16	Opt	Pins	Splines	SCP	No	1,2	57
Brown-Lipe 70	T & B, Tr.	Var	MD	Var	3.92	9.45	6.45	14	14	Steel	2	Var	Var	Var	Var	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	1,2,3	Var
Brown-Lipe 35	C, T, B, Tr	Var	MD	Var	3.65	8.43	6.25	5	5	Steel	2	Var	Var	Var	Var	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	2,3,4	Var
Brown-Lipe 51	C, T, B, Tr	Var	MD	Var	3.65	8.43	6.25	6	6	Steel	2	Var	Var	Var	Var	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	2,3	Var
Brown-Lipe 55	T, B, Tr	Var	MD	Var	3.65	8.43	6.25	7	7	Steel	2	Var	Var	Var	Var	11½	Ball T.	Gear T.	Keys	Sp B.	Yes	1,2,3	Var
Brown-Lipe 12	C, T & B	Var	SP	Var	4.77	11.87	7.25	1	1	Cast I.	1	Var	Var	Var	Var	13⅝	Ball T.	Lugs	Splines	ThR	Yes	1,2,3	41
Brown-Lipe 14	T, B, Tr	Var	SP	Var	5.25	13.75	7.37	1	1	Cast I	2	Var	Var	Var	Var	15½	Ball T.	Lugs	Splines	ThR	Yes	1,2	64
Brown-Lipe 13-2	T, B, Tr		DP	Var	5.09	13.00	7.37	2	2	Cast I	1	Var	Var	Var	Var	15½	Ball T.	L&P	Splines	ThR	Yes	1,2	79½
Brown-Lipe 13" S.P.	T, Bus	Var	SP-D	Wo	5.03	12.87	7.25	1	1	Nicl	1	Var	Var	Var	Var	14⅝	Ball T.	Lugs	Splines	Shims	Yes	1,2,3	
Cotta Gear 8	T, Tr	Var	MD	Wo	3.78	9.00	6.12	8	9	Steel	1	700	700	20.5	700	11½	Ball T.	Gear T.	Splines	ThR	No	Opt	73
Cotta Gear 4	T & Tr	Var	MD	Wo	3.78	9.00	6.12	4	5	Steel	1	700	700	20.5	700	11½	Ball T.	Splines	Splines	Sp B.	No		50
Covert JUC	C, T & B	Var	MD	Mo	3.68	8.25	8.25	5	6		3	375	Var	Var	Var	11½	Ball T.	Gear T.	Gear T.	Sp B.	Yes	1,2,3,4	Var
Covert DC-9	T & B	Var	MD	Mo	3.68	8.25	8.25	9	10		3	342	Var	Var	Var	11¾	Ball T.	Gear T.	Gear T.	Sp B.	Yes	1,2,3	Var
Detlaff JA	Cars	110	MD	Wo	2.68	7.87	5.43	3	2	Steel	3	300	300	1.9	300	10	Ball T.	Pins	Pins	Sp B.	Yes	3,4,5	15
Detlaff M	Cars	200	MD	Wo	3.71	8.37	6.50	4	4	Steel	4	360	360	2.05	360	11½	Ball T.	Gear T.	Gear T.	None	No	1,2,3,4,5	30
Detlaff D & H	C,T,B&Tr.	500	MD	Wo	3.71	8.37	6.50	9*	9*	Steel	3	500	500	Var	500	11½	Ball T.	Gear T.	Gear T.	Sp B.	Yes	1,2,3	55
Fuller 1-SC-10	T, B & Tr.	Var	MD	Wo	3.50	8.16	5.87	5	4	Steel	1	550	550	Var	550		Ball T.	Gear T.	Pins	None	No	1,2,3,4,5	83
Fuller 1-SC-12	T, B & Tr.	Var	MD	Wo	3.50	8.16	5.87	6	5	Steel	1	550	550	Var	550		Ball T.	Gear T.	Pins	None	No	1,2,3,4,5	87
Fuller 1-SC-14	T, B & Tr.	Var	MD	Wo	3.50	8.16	5.87	7	6	Steel	1	550	550	Var	550		Ball T.	Gear T.	Pins	None	No	1,2,3,4,5	89
Fuller 1-SC-16	T, B & Tr.	Var	MD	Wo	3.50	8.16	5.87	8	7	Steel	1	550	550	Var	550		Ball T.	Gear T.	Pins	None	No	1,2,3,4,5	93
Fuller 1SC 10-10	T, Bus		MD	Wo	4.15	9.87	6.75	5	4	Cast I.	1	700	700	1.71	700		Ball T.	Gear T.	Pins	None	No	1,2,3	
Fuller 1-SC-12-10	T, B & Tr.		MD	Wo	4.15	9.87	6.75	6	5	Cast I.	1	725	725	1.48	725		Ball T.	Gear T.	Pins	None	No	1,2,3	90
G.M.C. T18,T23	Trucks		SP	Mo	4.03	9.87	6.25	1	1	Cast I.	9	1017					Ball T.			SSP	No	Special	
G.M.C. T51,T33,T43	Trucks		DP	Mo	3.18	8.12	4.62	3	2	Cast I.	12	1500					Ball T.			Sp B.	No	Special	
G.M.C. T61,T83,T90,T84SX	Trucks		DP	W-M	3.90	9.87	5.75	3	2	Cast I	12	1344					Ball T.			Sp B.	No	Special	
G.M.C. T85,T95,T110,T130	Trucks		DP	W-M	5.25	13.75	7.25	2	2	Cast I	18	1850					Ball T.			SCL	Yes	1	
G.M.C. 395(0-14)	Taxicab		DP	W-M	3.18	8.12	4.62	3	2	Cast I.	9						Ball T.			Sp B.	No	Special	
G.M.C. 670, 708	Buses		DP	W-M	5.25	13.75	7.25	2	2	Cast I.	18	1850					Ball T.			SCL	Yes	1	
G.M.C. 661, 663	Buses		DP	W-M	4.31	11.00	6.25	2	2	Cast I.	12						Ball T.			SSP	Yes	Special	
G.M.C. 771, 772	Buses		DP	W-M	3.18	8.12	4.62	3	2	Cast I.	12	1500					Ball T.			Sp B.	No	Special	
G.M.C. 634,652	Buses		DP	W-M	5.25	13.75	7.25	2	2	Cast I	18	1850					Ball T.			SCL	Yes	1	
G.M.C. 614	Buses		SP	Wo	5.93	15.50	8.25	1	1	Cast I	21						Ball T.			SSP	Yes	1	
G.M.C. 773, 774	Buses		DP	Mo	3.80	9.87	5.75	3	2	Cast I.	12	1344					Ball T.			Sp B.	No	Special	
G.M.C. 709, 712	Buses		DP	Wo	3.87	9.00	6.50	3	2	Cast I.	12						Ball T.			SCL		Special	
G.M.C. 711	Buses		SP	Mo	4.25	13.75	7.25	1	1	Cast I.	18						Ball T.			SCL		Special	
Hele-Shaw 5	T, B & Tr.	200	Mo	None	None	None	None	15	14	Br&St	1	250	250		250	10½	Ball T.	Splines	Splines	ThR	Yes		58
Hele-Shaw 6, 7	T, B & Tr.	300°	Mo	None	None	None	None	12°	11°	Br&St	1	400	400		400	12¾	Ball T.	Splines	Splines	ThR	Yes		82°
Hele-Shaw 8, 10	T, B & Tr.	580°	Mo	None	None	None	None	16°	15°	Br&St	1	450	450		450	15½	Ball T.	Splines	Splines	ThR	Yes		150°
Hele-Shaw 150HP	T, B & Tr.	1000	Mo	None	None	None	None	14	14	Br&St	1	600	600		600	21½	Ball T.	Splines	Splines	None			500
Hilliard S-640	T, Buses	280	DP	W-M		11.00		2	2	Steel		Var	Var	Var	Var	13	Ball T.	Pins	Splines	ThR	Yes	4	39
Hilliard S-647	T, Buses	350°	DP	W-M		13.25		2	2	Steel		Var	Var	Var	Var	15⅝	Ball T.	Gear T.	Splines	ThR	Yes	1,2	80
Hilliard S-650	T, Buses	450°	DP	W-M		13.75		2	2	Steel		Var	Var	Var	Var	16	Ball T.	Pins	Splines	ThR	Yes	3	87
Illinois Z-8	C,T,B,Tr.	120	SP	W-M	3.32	7.87	5.12	2	1	Steel	1	Var	Var	Var	120		Ball T.	Bracket	Splines	Shims	No	1,2,3,4,5	8
Illinois Z-9	C,T,B,Tr.	150	SP	W-M	3.81	8.87	6.12	2	1	Steel	1	Var	Var	Var	190		Ball T.	Bracket	Splines	Shims	No	1,2,3,4,5	9½
Illinois Z-10	C,T,B,Tr.	200	SP	W-M	4.11	9.87	6.12	2	1	Steel	1	Var	Var	Var	230		Ball T.	Bracket	Splines	Shims	No	1,2,3,4,5	13
Illinois Z-11	C,T,B,Tr.	250	SP	W-M	4.25	10.87	6.12	2	1	Steel	2	Var	Var	Var	250		Ball T.	Bracket	Splines	Shims	No	1,2,3,4	
Illinois Z-12	C,T,B,Tr.	350	SP	W-M	4.72	11.87	6.12	2	1	Steel	2	Var	Var	Var	300		Ball T.	Bracket	Splines	Shims	No	1,2,3	
Illinois Z-14	C,T,B,Tr.	5.75	SP	W-M	5.63	13.87	6.12	2	1	Steel	2	Var	Var	Var	375		Ball T.	Bracket	Splines	Shims	No	1,2	
Illinois Z-16	T,B,Tr.	725	SP	W-M	5.72	15.87	7.00	2	1	Steel	3	Var	Var	Var	375		Ball T.	Bracket	Splines	Shims	No	Special	
Illinois Z-18	T,B,Tr.	1250	SP	W-M	6.19	17.75	7.00	2	1	Steel	3	Var	Var	Var	400		Ball T.	Bracket	Splines	Shims	No	Special	
Jones 29	C,T,B,	530	MD	W-M	3.53	8.87	5.25	2	2	Steel	12	1500	1500		500	11¼	Ball T.	Gear T.	Splines	Sp B.	No		
Jones 31	C,T	230	SP	W-M	3.72	9.87	5.00	1	1	Steel	12	Var	Var		250	11 11/16	Ball T.	R.C.S.	Splines	Sp B.	No		19
Jones 35	C,T	200	SP	W-M	3.81	8.87	6.37	1	1		12	Var	Var		250	11 11/16	Ball T.	R.C.S.	Splines	Sp B.	No		17
Jones Recess Flywheel 37	C,T,B	360	SP	W-M	4.31	10.87	6.37	1	1	Steel	12	Var			250	12¾	Ball T.	R.C.S.	Splines	Sp B.	No		
Jones 30	C,T	203	SP	Mo	4.06	9.87	6.37	1	1	Steel	12	1500	1500	34	333	12	Ball T.	Cov. B.	Splines	Sp B.	No	3,4,5	24
Jones 33A	C,T	438	DP	Mo	4.06	9.87	6.37	2	2	Steel	12	1620	1620	37	386	11½	Ball T.	Gear T	Splines	Sp B.	No	3,4,5	33
Jones Flat Flywheel 36	C,T	228	SP	Mo	4.56	10.87	7.37	1	1	Steel	12	1500	1500	30	333	12¾	Ball T.	Cov. B.	Splines	Sp B.	No	3,4,5	27
Jones 45	C,T	271	SP	Mo	5.33	11.87	9.37	1	1	Steel	12	1500	1500	44	333	13⅜	Ball T.	Cov. B.	Splines	Sp B.	No	3,4,5	28
Jones Recess Flywh. 31A&C	C,T		SP	Mo	4.09	10.00	6.37	1	1	Steel	24	Var	Var		250		Ball T.	Cov. B.	Splines	Sp B.	No		
Jones Recess Flywheel 55	C,T		SP	Mo	3.37	9.25	5.25	1	1	Steel	24	Var	Var		200		Ball T.	Cov. B	Splines	Sp B.	No		
Jones Recess Flywheel 52	C,T,B	260	SP	W-M	4.37	11.00	6.50	1	1	Steel	24	Var	Var	33	300	12.6	Ball T.	Cov. B	Splines	Sp B	No		27
Jones Flat Flywheel 54	C,T	175	SP	Mo	3.93	9.87	5.87	1	1	Steel	24	Var	Var	35	250	11.2	Ball T.	Cov. B.	Splines	None	No		18
Jones Recess Flywheel 56	C,T	200	SP	Mo	3.75	9.50	5.50	1	1	Steel	24	Var	Var	32	250	11.4	Ball T.	Cov. B.	Splines	None	No		20
Jones Flat Flywheel 57	C,T	200	SP	Mo	3.75	9.50	5.50	1	1	Steel	24	Var	Var	32	250	12.2	Ball T.	Cov. B.	Splines	None	No		21
Lipe 13-2-6400	C,B,T,Tr.	535	DP	W-M	5.03	12.87	7.25	2	2	Iron	1	400	2000	23	400	15.6	B-P	Pins°	Splines	Shims	No	1,2,3	72
Lipe 14-SP-4200	C,B,T,Tr.	360	SP	W-M	4.28	13.87	7.25	1	1	Iron	1	320	1664	28°	320	15.6	B-P	Lugs	Splines	Shims	No	1,2,3	59
Lipe 13-SP-3200	T,B,Tr.	268	SP	W-M	5.03	12.87	7.25	1	1	Iron	1	300	1590	17.8	300	14.2	B-P	Lugs	Splines	Shims	No	1,2,3	47
Lipe 12-SP-2400	T,B,Tr.	200	SP	W-M	4.78	11.87	7.25	1	1	Iron	1	300	1590	23	300	13.6	B-P	Lugs	Splines	Shims	No	1,2,3,4	39
Lipe 11-SP-2000	T,B,Tr.	168	SP	W-M	4.40	10.87	6.75	1	1	Iron	1	300	1590	28	300	12.7	B-P	Lugs	Splines	Shims	No	1,2,3,4	32
Lipe 11SP-2200	Trucks	190	SP-D	W-M	4.40	10.87	6.75	1	1	Spec I.	1	1752	1752	30.6	337	12¾	Opt	Lug	Splines	None	No	4,3,2	32
Lipe 14SP-5200	Trucks, B.	435	SP-D	W-M	5.05	13.87	7.25	1	1	Spec I.	1	2800	2800	25.5	400	15⅝	Opt	Lug	Splines	Shims	No	1,2,3	60
Lipe 15SP-6200	Trucks, B.	520	SP-D	W-M	5.72	14.87	8.00	1	1	Spec I.	1	2400	2400	19.5	400	16¾	Opt	Lug	Splines	Shims	No	0,1,2	68
Long 14	T,B,Tr.	350	SP-D	W-M	5.25	13.75	7.25	2	1	Steel	18	Var	Var	Var	Var	15½	B-A	Rim	Splines	SAL	No	3,2	62
Long 15	T,B,Tr.	500	SP-D	W-M	6.12	15.50	9.00	2	1	Steel	18	Var	Var	Var	Var	17¾	B-A	Rim	Splines	SAL	No	1,0	80
Long 7-CB	Cars	75	SP	Var	2.96	7.37	4.50	2	1	Steel	6	Var	Var	Var	Var	8 11/16	Ball T.	Rim	Splines	None	No	5	10
Long 9-AB	C,T	200	SP	Var	3.87	10.00	5.5	2	1	Steel	12	Var	Var	Var	Var	11⅝	Ball T.	Rim	Splines	None	No	5	18
Long 11-CB	C,T	250	SP	Var	4.25	11.00	6.00	2	1	Steel	12	Var	Var	Var	Var	12⅝	Ball T.	Rim	Splines	None	No	4	26¾
Long 12C-B	C,T,B	320	SP	Var	4.75	12.00	7.00	2	1	Steel	12	Var	Var	Var	Var	14⅝	Ball T.	Rim	Splines	None	No	3	37
Long 28-A	C,T & B	225	DP	Var	3.63	8.75	5.75	3	2	Steel	12	Var	Var	Var	Var	10¾	Ball T.	Studs	Splines	None	No	5	27
Long 29-A	C,T & B	300	DP	Var	4.00	9.75	6.25	3	2	Steel	12	Var	Var	Var	Var	11¾	Ball T.	Studs	Splines	None	No	5	32
Long 31-AD	T,B,Tr.	300	DP	Var	4.37	11.00	6.50	3	2	Steel	12	Var	Var	Var	Var	13	Ball T.	Studs	Splines	SAL	No	4	51
Long 34-BD	T,B,Tr.	600	DP	Var	5.25	13.75	7.25	3	2	Steel	18	Var	Var	Var	Var	16	Ball T.	Studs	Splines	SAL	No	3	85
Merchant & Evans 8US	Cars	1500	SP	Wo	3.31	7.87	5.37	2	1	Cast I	6	1200	1200	46.0	185	9¼	Ball T.	Pins	Splines	Step R	No	1,6	14
Merchant & Evans 12US	C,T & B	2500	SP	Wo	5.00	11.87	8.25	2	1	Cast I.	6	1200	1200	21.0	150	13⅜	Ball T.	Pins	Splines	Step R	No	1,2,3,4	22
Merchant & Evans 12UD	C,T & B	3500	MD	Wo	4.87	11.18	7.18	3	2	Cast I	6	1200	1200	21.0	150	13⅜	Ball T.	Pins	Splines	Step R	No	1,2,3,4	24
Merchant & Evans 10US	C,T & Tr	2000	SP	Wo	4.15	9.87	6.75	2	1	Cast I.	6	1200	1200	29.0	150	11¼	Ball T.	Pins	Splines	Step R	No	1,2,3,4	18
Rockford 8-II	C,T	98	SP	Mo	3.25	7.87	5.37	1	1	Al St.	6	720	720	27.6	213	9 1/16	Ball T.	Studs	Splines	SCL	No	4.5	
Rockford 9II, 9II-1	C,T,B	145	SP	Mo	3.75	8.87	5.75	1	1	Al St.	6	930	930	25.9	221	10 1/16	Ball T.	Studs	Splines	SCL	No	2,3,4,5	
Rockford 10II-1, 10II	C,T,B,Tr.	170	SP	Mo	4.12	9.87	6.62	1	1	Al St.	6	990	990	23.5	235	11 1/16	Ball T.	Studs	Splines	SCL	No	2,3,4,5	
Rockford 11-II	C,T,B,Tr.	262	SP	Mo	4.50	10.87	6.87	1	1	Al St.	9	1395	1395	25.0	350	12 1/16	Ball T.	Studs	Splines	SCL	No	2,3,4	
Rockford 12-II	C,T,B,Tr.	347	SP	Mo	5.00	11.87	6.87	1	1	Al St.	9	1665	1665	22.6	420	13 1/16	Ball T.	Studs	Splines	SCL	No	2,3,4	
Rockford 9LL	C,T	154	SP	Mo	3.75	8.87	5.75	1	1	Al St.	6	990	990	25.0	235	10 1/16	Ball T.	Studs	Splines	Cam	No	2,3,4,5	
Rockford 10LL	C,T	170	SP	Mo	4.12	9.87	6.62	1	1	Al St.	6	990	990	23.5	235	11 1/16	Ball T.	Studs	Splines	Cam	No	2,3,4,5	
Rockford 9RR	C,T	173	SP	Mo	3.75	8.87	5.75	1	1	Al St.	6	1110	1110	30.9	265	10 1/16	Ball T.	Studs	Splines	SCL	No	2,3,4,5	
Rockford 10RR	C,T	201	SP	Mo	4.12	9.87	6.62	1	1	Al St.	6	1170	1170	27.7	285	11 1/16	Ball T.	Studs	Splines	SCL	No	2,3,4,5	
Rockford 11TT	C,T,B,Tr.	270	SP	Mo	4.50	10.87	6.87	1	1	Al St.	12	1440	1440	25.8	360	13 1/16	Ball T.	L.O.P.	Splines	SCL	No	2,3,4	
Rockford 15Q	T,B,Tr.	690	SP	Mo	5.75	15.00	8.00	1	1	Al St.	9	2880	2880	22.8	695	17¼	Ball T.	Studs	Splines	SSP	No	1,2,3	
Spicer Automatic	Cars	150	SP	Spec		10.25	5.75	2	1		6	Var	Var	Var	Var			Keys			No		

ABBREVIATIONS:

°—Others also
*—Varies According to Load
Al St—Alloy Steel
B—Buses
Ball T—Ball Thrust
B-P—Ball Thrust or Plain
Br & St—Bronze and Steel
C—Cars
Cast I—Cast Iron
Cov. B—Cover Bolts
DP—Double Plate
Gear T—Gear Teeth
I—Iron
L&P—Lugs and Pins
L.O.P—Lugs on Pressure Plate
MD—Multiple Dry Disc.
MO—Multiple Disk in Oil
Me—Molded Composition
Nic. I—Nickel Iron
Opt—Optional
R.C.S.—Retaining Cap Screws
SAL—Self Adjusting & Screws in Clutch Levers
SCL—Screws in Clutch Levers
SCP—Screws on Cover Plate
Self A—Self Adjusting
SP—Single Plate
Sp B—Spring Bolts
SP-D—Single Plate, Dry
Spec—Special
SSP—Screws in Studs in Pressure Plates
Step R—Stepped Ring
T—Trucks
Tr—Tractors
ThR—Threaded Ring
Var—Varies
W-M—Woven Fabric or Molded
We—Woven Fabric

MAKE AND MODEL	Designed for	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Dist. Between Center Lines of Main and Ser'v. Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	TYPE OF GEAR TEETH USED FOR: First Speed	Second Speed	Third Speed	Fourth Speed	Fifth Speed	Sixth Speed	Seventh Speed	Eighth Speed	Reverse	Countershaft Drive	MATERIAL: Housing	Shaft S.A.E. No.	Gear S.A.E. No.
Brown-Lipe 143	Buses	Con	Ball	Rol	Rol		4.09	3	G-T	Sp	Hl							Sp	Hl	CI	4615	4620
Brown-Lipe 2252	Trucks	Con	Ball	Rol	B&R		4.42	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 2253	Trucks	C&C	Ball	Rol	Ball		4.42	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 2352	Trucks	Con	Ball	Rol	B&R		4.75	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 2353	Trucks	Con	Ball	Rol	B&R		4.75	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 3241	Trucks	C&C	B&R	Rol	Ball		4.75	4	G-T	Sp	Sp	Hl	Hl					Sp	Hl	CI	4615	4620
Brown-Lipe 3341	T, B	C&C	B&R	Rol	Ball		4.75	4	G-T	Sp	Sp	Hl	Hl					Sp	Hl	CI	4615	4620
Brown-Lipe 3251	Trucks	C&C	B&R	Rol	Ball		4.75	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 3351	Trucks	C&C	B&R	Rol	Ball		4.75	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 3352	Trucks	C&C	Ball	Rol	B&R		5.50	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 3353	Trucks	C&C	Ball	Rol	B&R		5.50	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 3481	Trucks	C&C	B&R	Rol	Ball		4.75	8	G-T	Sp	Sp	Hl	Hl	Hl	Hl	Hl	Hl	Sp	Hl	CI	4615	4620
Brown-Lipe 5031	Buses	C&C	B&R	Rol	Rol		4.25	3	G-T	Sp	Hl							Sp	Hl	Al	4615	4620
Brown-Lipe 5331	Buses	C&C	Ball	Rol	Ball		4.75	3	G-T	Hl	Hl							Sp	Hl	CI	4615	4620
Brown-Lipe 5241	Trucks	C&C	B&R	Rol	Ball		5.50	4	G-T	Sp	Sp	Hl	Hl					Sp	Hl	CI	4615	4620
Brown-Lipe 5341	T, B	C&C	B&R	Rol	Ball		5.50	4	G-T	Sp	Sp	Hl	Hl					Sp	Hl	CI	4615	4620
Brown-Lipe 5251	Trucks	C&C	B&R	Rol	Ball		5.50	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 5351	Trucks	C&C	B&R	Rol	Ball		5.50	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI	4615	4620
Brown-Lipe 5352	Trucks	C&C	B&R	Rol	Ball		5.50	5	G-T	Sp	Sp	Sp	Hl					Sp	Hl	CI	4615	4620
Brown-Lipe 5481	Trucks	C&C	B&R	Rol	Ball		5.50	8	G-T	Sp	Sp	Hl	Hl	Hl	Hl	Hl	Hl	Sp	Hl	CI	4615	4620
Brown-Lipe 6031	Trucks	Con	Rol	Rol	Rol		5.10	3	G-T	Hl	Hl								Hl	CI	4615	4620
Brown-Lipe 3000DG	Trucks*	Con	Ball		Ball			2	G-T	Hl	Hl							Hl		CI	4615	4620
Brown-Lipe 2223DG	Trucks*	Con	Ball		Ball			2	G-T	Hl	Hl							Hl		CI	4615	4620
Brown-Lipe 7131	Buses	C&C	Ball	Ball	Rol		6.50	3	G-T	Hl	Hl	Hl						Sp	Hl	Al	4615	4620
Clark B100	Trucks	Cl	Ball	Rol	Rol	9 1/32	4.25	4	G-T	Sp	Sp	Sp	Dir					Sp	Sp	CI	2315	2315
Clark B300	Trucks	Cl	Ball	Rol	Rol	8 17/32	4.07	4	G-T	Sp	Sp	Sp	Dir					Sp	Sp	CI	2315	5150
Clark R500	Trucks	C&C	Ball	Rol	B&R°	10 5/8	4.07	5	G-T	Sp	Sp	Sp	Hl	Dir				Sp	Hl	CI	2315	5150°
Clark B700	T, B	C&C	Ball	Rol	B&G	16 5/8	6.91	5	G-T	Sp	Sp	Sp	Dir	Hl				Sp	Hl	CI	2315	5150
Clark R900	T, B	C&C	Ball	Rol	B&G	13 5/8	5.17	5	G-T	Sp	Sp	Sp	Hl	Dir				Sp	Hl	CI	2315	2315°
Clark AC300	Tr	Cl	Ball	Rol	Rol	8 5/8	4.07	4	G-T	Sp	Sp	Sp	Dir					Sp	Sp	CI	2315	5150
Clark R100	T, B	C&C	Ball	Rol	B&R	11 7/8	4.25	5	G-T	Sp	Sp	Sp	Hl	Dir				Sp	Hl	CI	2315	5150°
Cotta A	T, B, Tr	Con	Ball	Rol	B&G	12 1/2	4.50	4	Jaw	Sp	Sp	Sp	Sp					Sp		SS	3120°	3120
Cotta FA	T, Tr	Con	Ball	Rol	B&G	16 1/2	6.75	3	Jaw	Sp	Sp	Sp						Sp		SS°	3120°	3120
Cotta FAA	T, Tr	Con	Ball	Rol	B&G	8 1/2	6.75	1-2	Jaw	Sp	Sp							Sp		SS	3120°	3120
Cotta JR		Con	Ball	Rol	Rol	5 3/8	4.50	1	Jaw	Sp								Sp		SS	3120	3120
Cotta RAU	T, Tr, B	Con	Ball	Rol	Ball	11 1/2	4.90	3	Jaw	Sp	Sp	Sp						Sp		SS	3120°	3120
Cotta SAU	T, Tr, B	Con	Ball	Rol	Ball	13	5.40	3	Jaw	Sp	Sp	Sp						Sp		SS	3120°	3120
Cotta TAU	T, Tr, B	Con	Ball	Rol	Ball	14 1/4	6.00	3	Jaw	Sp	Sp	Sp						Sp		SS	3120°	3120
Cotta T	T, Tr, B	Con	Ball	Rol	Ball	18 1/2	6.00	4	Jaw	Sp	Sp	Sp	Sp					Sp		SS	3120°	3120
Cotta TS	T, Tr	Con	Ball	Rol	Ball	7 1/4	6.00	1-2	Jaw	Sp	Sp							Sp		SS	3120°	3120
Cotta ZA	Buses	C&C	Ball	Rol	Ball	14	5.50	3	G-T	Sp	Sp	Sp						Sp		SS	3120°	3120
Cotta Gear 75	T, B	Con	Ball	Ball	Ball	14	6.00	5	Jaw											A,S	2340	2320
Cotta Gear 77	T, B	Con	Ball	Ball	Ball	14	6.00	7	Jaw											A,S	2340	2340
Cotta Gear 87	T, B	Con	Ball	Ball	Ball	15	7.00	7	Jaw											A,S	2340	2320
Cotta Gear 65S	T, B		Ball	Ball	Ball	12 1/2	5.40	5	Jaw											SS	2340	2320
Cotta Gear 55S	T, B		Ball	Ball	Ball	11.9	4.91	5	Jaw											SS	2340	2320
Covert F4		Cl	Ball	Pla	Rol	7.12	4.17	4	G-T											CI	2320	2320
Covert JUC	C, T		Ball	Opt	Opt	6.56	3.75	3	G-T											CI	2320	2320
Covert W4C	T, B	Cl	Ball	Rol	Rol	9.06	4.25	4	G-T											CI	2320	2320
Covert W5B	Trucks		Ball	Rol	Ball	10.56	5.00	5	G-T											CI	2320	2320
Covert RA3	Trucks		Ball	Rol	Ball	8.37	4.50	3	G-T											CI	2320	2320
Covert RU3C	Trucks		Ball	Rol	Ball	8.37	4.50	3	Jaw											CI	2320	2320
Covert RAD4	Trucks		Ball	Rol	Ball	11.37	4.50	4	G-T											CI	2320	2320
Covert RUS4C	Trucks		Ball	Rol	Ball	11.37	4.50	4	Jaw											CI	2320	2320
Covert RU5C	T, B	Cl	Ball	Rol	Ball	13.00	5.50	5	G-T											CI	2320	2320
Covert SC	Trucks	Cl	Ball	Rol	Ball	13.12	5.20	4	G-T											CI	2320	2320
Covert SA5	T, B	Cl	Ball	Rol	Ball	14.50	6.20	5	G-T											CI	2320	2320
Covert TN	Tr, B, T	Cl	Ball	Rol	Ball	14.62	6.00	4	G-T											CI	2320	2320
Covert HRG	Trucks		Ball	Rol	Ball	7.00	5.20	1	G-T											CI	2320	2320
Covert SA2	T, Tr	Cl	Ball	Rol	Ball	7.87	6.50	2	G-T											CI	2320	2320
Detroit NL	Cars								G-T													4615
Detroit NC	Cars								G-T													4615
Detroit SM-400ZA			Ball	Rol	Pla	8 5/8	3.28	3	G-T	Sp	Hl	Sp						Sp	Hl	CI	5140	4615
Detroit SM-400FA	Cars	Syn	Ball	Rol	Pla	8 5/8	3.28	3	G-T	Sp	Hl	Sp						Sp	Hl	CI	5140	4615
Detroit SM-400P	Cars	Syn	Ball	Rol	Pla	8 5/8	3.28	3	G-T	Sp	Hl	Sp						Sp	Hl	CI	5140	4615
Detroit SM-400J	Cars	Syn	Ball	Rol	Pla	8 5/8	3.28	3	G-T	Sp	Hl	Sp						Sp	Hl	CI	5140	5140
Fuller TDU	Taxi	Cl	Ball	Rol	Rol	6.12	5.83	3	G-T	Sp	Sp	Dir						Sp	Sp	CI	2320	2320
Fuller 2-A-53	Trucks	Con	Ball	Rol	Ball	5.09	5.83	2	G-T	He								No	Sp	CI	2320	4620°
Fuller MHOG	Trucks	Cl	Ball	Ball	Ball	12.25	5.25	4	G-T	Sp	Sp	Sp	Dir					Sp	Sp	CI	2320	2512°
Fuller 5-A-530	T, B	C&C	Ball	Rol	Ball	15.31	5.83	5	G-T	Sp	Sp	Hl	Dir	Hl				Sp	Hl	CI	2320	4620°
Fuller 5-A-53	T, B	C&C	Ball	Rol	Ball	15.31	5.83	5	G-T	Sp	Sp	Hl	Hl	Dir				Sp	Hl	CI	2320	4620°
Fuller 5-A-380	T, B	C&C	Ball	Ball	Ball	13.25	5.41	5	G-T	Sp	Sp	Hl	Dir	Hl				Sp	Hl	CI	2320	4620°
Fuller 5-A-38	T, B	C&C	Ball	Ball	Ball	13.25	5.41	5	G-T	Sp	Sp	Hl	Hl	Dir				Sp	Hl	CI	2320	4620
Fuller TU	Taxi, T	Cl	Ball	Ball	Ball	7.00	3.84	3	G-T											CI	2320	2320
Fuller MHU	T, B	Cl	Ball	Ball	Ball	12.25	5.25	4	G-T											CI	2320	2320
Fuller MLU	Trucks	Cl	Ball	Rol	Ball	8.94	4.08	4	G-T											CI	2320	2320
Fuller MRU	Trucks	Cl	Ball	Ball	Ball	10.50	5.10	4	G-T											CI	2320	2320
Fuller MKU	Trucks	Cl	Ball	Rol	Ball	6.22	3.83	4	G-T											CI	2320	2320
Fuller MGU	T, B	Cl	Ball	Ball	Ball	7.34	4.50	4												CI	2320	2320
Fuller WO-BB	Trucks	Cl	B&R	Rol	Rol	5.87	3.92	4	G-T											CI	2320	6150
Fuller 3-AY	Trucks		Ball	Ball	Ball	15.50	6.10	3												CI	2320	2320
Fuller 2SC-2.75	T, B	Cl	Ball	Ball	Ball	4.66	3.84	2	G-T											CI	2320	2512
Lipe S-5470	Buses	C&C	Ball	Rol	B&R	22.0	8.00	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI°	2315	2315°
Lipe S-5400	Trucks	C&C	Ball	Rol	B&R	22.0	7.00	5	G-T	Sp	Sp	Hl	Hl	Hl				Sp	Hl	CI°	2315	2315°
Lipe S-4275	T, B	C&C	Ball	Rol	Ball	16.0	5.75	4	G-T	Sp	Hl	Hl	Hl					Sp	Hl	CI°	2315	2315°
Lipe M-352	Tr	C&C	Ball	No	B&G	9.00	3.50	3	G-T	Sp	Sp	Sp						Sp	Sp	CI	3250	3250
Warner Gear T9	Trucks		Ball	Ball	Rol	7.50	4.29	4	G-T											CI	5140	5140
Warner Gear T81	Cars	Syn	Ball	Rol	Pla	9.12	2.94	3	G-T											CI	4615	5140
Warner Gear T82	Cars	Syn	Ball	Rol	Pla	10.62	3.50	3	G-T											CI	4615	4620
Warner Gear T83	Cars	Syn	Ball	Rol	Rol	8.12	2.94	3	G-T											CI	5140	5140
Warner Gear T84	Cars	Con	Ball	Rol	Pla	5.78	2.50	3	G-T											CI	Spec	Spec

ABBREVIATIONS:
*—Four Wheel Drive
°—Others also
Al—Aluminum
Am—Amidships
B—Buses
Bgs—Behind Gearset
B&G—Ball and Reverse Roller Shaft or Gear
B&R—Ball and Roller
C—Cars
C&C—Constant Mesh and Clash
CI—Cast Iron
Ce—Center
Cl—Clash
Con—Constant Mesh
C-S—Center or Side
C-Syn—Constant Mesh and Synchronising Clutch
Dir—Direct
E-A—Engine or Amidships

GEARSETS

Gear Teeth Pitch	Direct Drive On	GEAR RATIOS Low	Second	Third	Fourth	Fifth	Sixth	Seventh	Eighth	Reverse	Overdrive	Gearset Location	Control Location	Sold With Clutch	Standard Shift	Free Wheel Unit	Type of Free Wheel Unit	WEIGHT (Lbs.) Cast Iron	Aluminum	Semi-Steel	Recommended Type of Lubrication	MAKE AND MODEL
7-6	3	2.78	1.86	1.00						3.37		Eng.	Ce.	Opt.	Y	No.					Oil	Brown-Lipe 143
7-6	5	7.32	4.25	2.21	1.40	1.00				7.32		Eng.	Ce.	Opt.	Y	No.					Oil	Brown-Lipe 2252
7-6	4	5.23	3.30	1.70	1.00	.78				5.23	.78	Eng.	Ce.	Opt.	Y	No.					Oil	Brown-Lipe 2253
6	5	7.70	4.55	2.35	1.45	1.00				7.70°		Eng.	Ce.	Opt.	Y	No.					Oil	Brown-Lipe 2352
6	4	6.12	3.62	1.87	1.00	.79				6.12°	.79	Eng.	Ce.	Opt.	Y	No.					Oil	Brown-Lipe 2353
6	4	7.00	3.90	1.91	1.00					8.10		Eng.	Ce.	Opt.	Y	No.		225			Oil	Brown-Lipe 3241
6	4	6.30	3.51	1.68	1.00					7.29		Eng.	Ce.	Opt.	Y	No.		225			Oil	Brown-Lipe 3341
6	4	7.00	3.90	1.91	1.00					8.10	.83	Eng.	Ce.	Opt.	Y	No.		300			Oil	Brown-Lipe 3251
6	4	6.30	3.51	1.68	1.00	.74				7.29	.74	Eng.	Ce.	Opt.	Y	No.		300			Oil	Brown-Lipe 3351
6	5	7.93	4.58	2.47	1.46	1.00				7.93°		Eng.	Ce.	Opt.	Y	No.					Oil	Brown-Lipe 3352
6	4	6.54	3.77	1.92	1.00	.77				6.54°	.77	Eng.	Ce.	Opt.	Y	No.					Oil	Brown-Lipe 3353
6	7	8.31	4.00	3.87	2.15	1.86	1.57	1.00	.73	9.62°	.73	E-A.	Ce.	Opt.	Y	No.		360			Oil	Brown-Lipe 3481
7-6	3	4.03	1.98	1.00						4.96		Eng.	C-S.	Opt.	Y	No.					Oil	Brown-Lipe 5031
6	3	3.72	1.88	1.00						4.21		Eng.	Si.	Opt.	Y	No.					Oil	Brown-Lipe 5331
6	4	7.14	3.44	1.84	1.00					8.11		Eng.	Ce.	Opt.	Y	No.		320			Oil	Brown-Lipe 5241
6	4	6.63	3.20	1.70	1.00					7.53		Eng.	Ce.	Opt.	Y	No.		320			Oil	Brown-Lipe 5341
6	4	7.14	3.44	1.84	1.00	.79				8.11	.79	Eng.	Ce.	Opt.	Y	No.		410			Oil	Brown-Lipe 5251
6	4	6.63	3.20	1.70	1.00	.74				7.53	.74	Eng.	Ce.	Opt.	Y	No.		410			Oil	Brown-Lipe 5351
6	5	7.70	4.85	2.56	1.43	1.00				5.54		Eng.	Ce.	Opt.	Y	No.		410			Oil	Brown-Lipe 5352
6	7	9.10	4.39	3.90	2.34	1.88	1.76	1.00	.75	10.4°	.75	E-A.	Ce.	Opt.	Y	No.		500			Oil	Brown-Lipe 5481
6-5	2	2.22	1.00	.69							.69	Am.	Ce.	No.	Y	No.		200			Oil	Brown-Lipe 6031
6		2.41	1.00									E-A.	Si.		Y	No.					Oil	Brown-Lipe 3000DG
6		1.65	1.00									Am.	Si.		Y	No.					Oil	Brown-Lipe 2223DG
6	3	3.80	1.74	1.00						3.41		Eng.	C-S.	Opt.	Y	No.					Oil	Brown-Lipe 7131
6	3	6.50	4.00	2.08	Dir.					7.58		Eng.	Ce.	No.	Y	No.		175			Oil	Clark B100
7	4	6.57	3.58	1.73	Dir.					7.88		Eng.	Ce.	No.	Y	No.		135			Oil	Clark B300
7	5	7.23	4.32	2.24	1.42	Dir.				5.48		Eng.	Ce.	No.	Y	No.		150			Oil	Clark R500
6	4	6.50	3.82	1.67	Dir.					3.42°	.79	Am.	Ce.	No.	Y	No.		450			Oil	Clark B700
6	5	8.13	4.04	2.38	1.43	Dir.				6.62		Eng.	Ce.	No.	Y	No.		280			Oil	Clark R900
7	4	3.70	2.54	1.91	Dir.					4.44		Eng.	Ce.	No.	Y	No.		110			Oil	Clark AC300
6	5	7.08	3.99	2.25	1.41	Dir.				5.66		Eng.	Ce.	No.	Y	No.		200			Oil	Clark R100
6-8	4	5.20	3.68	1.85	1.00					4.66		Eng.	Ce.	Opt.	Y	No.				165	NoF	Cotta A
4-5	3	4.00	2.00	1.00						4.12		Am.		Opt.		No.				575	NoF°	Cotta FA
4-5	2	4.75	1.00							4.12		Am.		Opt.		No.				250	NoF	Cotta FAA
6-8	F									1.00		Eng.	Si.	Opt.		No.				150	NoF	Cotta JR
5½-7½	3	3.68	1.85	1.0						4.66		Eng.	Ce.	Opt.	Y	No.				250	NoF	Cotta RAU
5-7	3	3.68	1.85	1.0						4.66		Eng.	Ce.	Opt.	Y	No.				325	NoF	Cotta SAU
4½-6	3	5.20	2.5	1.0						4.66		Eng.	Ce.	Opt.	Y	No.				400	NoF	Cotta TAU
4½-6	4	5.20	3.68	1.85	1.0					4.66		Am.		Opt.		No.				410	NoF	Cotta T
4½-6	F	5.20	1.00							4.66		Am.		Opt.		No.				210	NoF	Cotta TS
6-8	3	2.88	1.56	1.00						4.46		Am.		Opt.		No.				325	NoF	Cotta ZA
5-7	5	9.33	5.03	2.66	1.44					12.0°		Am.	Ce.	No.				350	500		Oil	Cotta Gear 75
5-7	7	12.00	7.58	5.23	3.30					14.5°		Am.	Ce.	No.				500	675		Oil	Cotta Gear 77
4½-5½	7	13.60	8.68	5.67	3.61					15.40°		Am.	Ce.	No.				675	900		Oil	Cotta Gear 87
5-7	5	8.31	4.75	2.80	1.60					6.30°		Am.	Ce.	No.	No.						Oil	Cotta Gear 65S
5½	5	8.31	4.75	2.80	1.60					6.30°		Am.	Ce.	No.	No.						Oil	Cotta Gear 55S
6-8	4	6.64	3.83	1.99	1.00					8.20		Eng.	Ce.	Y	Y			148			Oil	Covert F4
6-8	3	3.62	1.91	1.00						4.46		Eng.	Ce.	Y	Y			155			Oil	Covert JUC
6-8	4	5.85	3.67	1.92	1.00					7.31		Eng.	Ce.	Y	Y			206			Oil	Covert W4C
6-8	4	5.20	3.00	1.85	1.00					6.50		Eng.	Ce.	No.	Y							Covert W5B
6-8	3	3.67	1.60	1.00						4.37		SU.	Ce.	No.	Y			140			Oil	Covert RA3
6-8	3	3.67	1.60	1.00						4.37		Eng.	Ce.	Y	Y			210			Oil	Covert RU3C
6-8	4	5.20	2.70	1.60	1.00					7.30		SU.	Opt.	No.	Y			180			Oil	Covert RAD4
6-8	4	5.20	2.70	1.60	1.00					7.30		Eng.	Ce.	Y	Y			280			Oil	Covert RUS4C
6-8	4	5.84	3.27	1.87	1.00					7.20		Eng.	Ce.	Y	Y							Covert RU5C
5-7	4	6.08	3.64	1.95	1.00					8.11		SU.	Opt.	No.	Y			245			Oil	Covert SC
6-8°	4	6.14	3.30	1.84	1.00					7.70		Am.	Ce.	No.	Y							Covert SA5
5-7	4	5.44	2.85	1.79	1.00					6.80		SU.		No.	Y			332			Oil	Covert TN
5-7	1	1.00								1.00		Am.	Ce.	No.	Y			158			NoF	Covert HRG
5-7	2	2.26	1.00									Am.	Si.	No.	Y			217			NoF	Covert SA2
													Si.			Bgs.	Rol.				Oil	Detroit NL
													Si.			Bgs.	Rol.				Oil	Detroit NC
Var.	3	2.87	1.68	Dir.						3.75		Eng.	Ce.	No.	Y	No.		93			Oil	Detroit SM-400ZA
Var.	3	2.87	1.55	Dir.						3.75		Eng.	Ce.	No.	Y	Bgs.	Rol.	115			Oil	Detroit SM-400FA
Var.	3	2.87	1.55	Dir.						3.75		Eng.	Ce.	No.	Y	No.		91			Oil	Detroit SM-400P
Var.	3	2.87	1.55	Dir.						3.75		Eng.	Ce.	No.	Y	No.		89			Oil	Detroit SM-400J
6-8	3	2.88	1.60	Dir.						2.44		Eng.	Ce.	Y	Y	No.		120			Oil	Fuller TDU
Var.	2	1.58								No.		Am.	Si.		No.	No.		150			Oil	Fuller 2-A-53
Var.	4	3.21	1.62	1.00	.74					4.06	.74	Am.	Top.	No.	No.	No.		215			Oil	Fuller MHOG
Var.	4	7.05	4.18	1.94	1.00	.79				7.53	.79	Eng.	Ce.	Opt.	Y	No.		330			Oil	Fuller 5-A-530
Var.	5	8.07	4.79	2.62	1.42	Dir.				8.62		Eng.	Ce.	Opt.	Y	No.		330			Oil	Fuller 5-A-53
Var.	4	7.00	4.18	1.93	Dir.	.78				7.18	.78	Eng.	Ce.	Opt.	Y	No.		287			Oil	Fuller 5-A-380
Var.	5	7.90	4.72	2.40	1.42	1.00				8.10		Eng.	Ce.	Opt.	Y	No.		287			Oil	Fuller 5-A-38
6-8	3	2.90	1.70	1.00						3.50		Eng.	Ce.	Y	Y			163			Oil	Fuller TU
4½-6	4	6.30	3.20	1.70	1.00					6.30		SU°.	Ce.	Y	Y			215°			Oil	Fuller MHU
5-7	4	6.36	3.57	1.78	1.00					7.85		Eng.	Ce.	Y	Y			200			Oil	Fuller MLU
5-7	4	6.15	3.45	1.82	1.00					7.92		Eng.	Ce.	Y	Y			245°			Oil	Fuller MRU
Var.	4	6.50	3.90	2.06	1.00					2.70		Eng.	Ce.	Y	Y						Oil	Fuller MKU
Var.	4	6.50	3.70	1.90	1.00					7.80		Eng.	Ce.	Y	Y						Oil	Fuller MGU
6-8	4	6.16	3.18	1.75	1.00					7.25		Eng.	Ce.	No.	Y			102			Oil	Fuller WO-BB
5-4½	2	1.99	1.00	.77								SU.	SU.	No.	Y			360			Oil	Fuller 3-AY
Var.	2	2.75	1.00									Eng.	Ce.	Y	Y			135			Oil	Fuller 2SC-2.75
6-8	4	5.50	2.94	1.72	1.00	.76				6.30	.76	E-A.	Ce.	Opt.	Y	No.		685	460		Oil	Lipe S-5470
6-8	4	6.31	3.84	1.80	1.00	.76				7.24	.76	E-A.	Ce.	Opt.	Y	No.		685	460		Oil	Lipe S-5400
6-8	3	4.16	1.71	1.00	.76					5.23	.76	E-A.	Ce.	Opt.	Y	No.		390	315		Oil	Lipe S-4275
6-8		2.23	1.00							1.38	.61	RA.	Ce.	Opt.	No.	No.		109			NoF	Lipe M-352
7-9	4	6.40	3.09	1.69						7.82		Eng.	Ce.	Opt.	Y			120			Oil	Warner Gear T9
8-10	3	2.86	1.65	1.00						3.44		Eng.	Ce.	No.	Y			90½			Oil	Warner Gear T81
7-9	3	2.83	1.70	1.00						3.40		Eng.	Ce.	No.	Y			128½			Oil	Warner Gear T82
8-10	3	2.82	1.60	1.00						3.38		Eng.	Ce.	No.	Y			75			Oil	Warner Gear T83
11-8	3	2.83	1.66	1.00						3.78		Eng.	Ce.	No.	Y			37			Oil	Warner Gear T84

Eng—Unit with Engine
F—Forward
G-T—Gear Teeth
He—Herringbone
Hl—Helical
I-C—Individual Clutch and Clash
IndC—Individual Clutch
No—No or None
NoF—Non Fluid
Opt—Optional
Pla—Plain
RA—Rear Axle
Rol—Roller
SeU—Separate Unit
Si—Side
Sp—Spur
Spec—Special
SS—Semi-Steel
Syn—Synchronizing Clutches
T—Trucks
Tr—Tractors
Var—Varies
Y—Yes

AMERICAN AIRPLANE ENGINES

Engine Make and Model	Dept. of Commerce License or A.T.C. Number	Cylinder Data: Arrangement	Cooling Medium	Number of Cylinders	Bore and Stroke (Ins.)	Total Piston Displacement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	Cylinder Material	Number of Valves per Cylinder: Intake	Number of Valves per Cylinder: Exhaust	Valve Location	Rating: Mfrs. Rated H.P. at Specified R.P.M. at Sea Level	Max. Brake H.P. at Specified R.P.M. at Sea Level	Normal Crankshaft R.P.M.	Propeller Drive	Consumption per Brake H.P. Hour: Gasoline (Gals.)	Oil (Gals.)	Approx. Gallons Gasoline per Hour	Weights: Engine Dry (Lbs.) Without Hub or Starter	Per Rated H.P. (Lbs.)	Carburetors: Make and Number Fitted	Fuel Pump Supplied?	Ignition Systems: Make	Current Sources	Number	Spark Plug Make and Number per Cylinder	Starting: Make	Method	Installation Dimensions (Ins.) Overall: Length	Height	Width	Height Above Engine Bed	Center to Center Engine Bearers	Price Complete (Dollars) at Factory
Aeromarine AR-3	74	Rad.	Air	3	4⅛x4	160.0	5.00	114.0	9	1	1	I	50–2100	56–2375	2100	D	...	...	3.5	150	3.00	1-Str.	N	Bos.	Mag.	2	BG-2	...	P-S.	23 15/16	34¼	34¼	...	...	560
Aeromarine AR-340	...	Rad.	Air	3	4⅛x4	160.0	5.00	...	9	1	1	I	40–2050	44–2155		D	...	...	3.0	140	3.15	1-Str.	N	Bos.	Mag.	1	BG-1	...	P-S.	23 15/16	34¼	34¼	...	...	510
Aeronca E-107A	...	H.	Air	2	4⅛x4	107.0	4.00	90.0	6	1	1	L	30–2500	...	2250	D	.600*	.018*	2.5	106	...	1-Zen.	N	Bos.	Mag.	1	AC-1	...	P-S.	24	19	27	...	...	500
Aeronca E-113A	71	H.	Air	2	4¼x4	113.5	5.20	106.0	9	1	1	I	40–2500	...	2250	D	.570*	.017*	3.0	105	...	1-Zen.	N	Bos.	Mag.	1	BG-1	...	P-S.	24	19	34½	...	...	675
Airex RX-6.5	...	Rad.	Air	9	6x7⅛	1820.0	7.00	160.0	2	1	1	I	650–1860	730–2150	1860	D	.070	.003	45.0	750	1.15	-Own.	Y	Bos.	Mag.	2	BG-2	Ecl.	H-C.	40	50	50	...	...	6000
Airex RX-10	...	Rad.	Air	11	6¼x7¼	2400.0	7.50	170.0	2	1	1	I	975–1800	1100–2150	1850	D	.065	.002	63.0	900	.92	-Own.	Y	Bos.	Bat.	2	BG-2	Ecl.	H-C.	41	54½	54½	...	...	7500
Airex RX-20	...	Rad.	Air	22	6¼x7¼	4800.0	7.50	170.0	2	1	1	I	2000–1800	2300–2150	1800	D	.065	.002	130.0	1700	.85	-Own.	Y	Bos.	Bat.	4	BG-2	Bos.	E-M.	55	54½	54½	...	...	13500
American Cirrus Inverted	60	I-L.	Air	4	4.33x5.12	302.0	5.40	123.0	4	1	1	I	95–2100	99–2100	2100	D	...	.125	7.50	273	2.87	1-Str.	Y	Scin.	Mag.	2	Cha-2	Ecl.	E-M.	43 11/32	27 9/32	20⅜	3 25/32	15⅝	395**
American Cirrus Upright	30	I-L.	Air	4	4.33x5.12	302.0	5.40	123.0	4	1	1	I	90–2100	96–2100	2100	D	...	.125	7.50	275	3.06	1-Str.	Y	Scin.	Mag.	2	Cha-2	Ecl.	E-M.	38½	36⅜	19¾	22½	15⅝	795**
Cameron[1] 60	...	I-L.	Air	4	4⅜x4¾	285.6	5.40	126.0	6	2	2	I	60–1800	75–2100	1800	D	.088	.002	5.30	180	3.00	1-Str.	Y	Bos.	Bat.	2	Cha-2	Ecl.	E-M.	34¼	27¾	16	20¼	14	600
Cameron[1] 100L	...	I-L.	Air	6	4⅜x4¾	428.0	5.40	126.0	6	2	2	I	100–1900	115–2100	1900	D	.088	.002	9.00	260	2.60	1-Str.	Y	Bos.	Bat.	2	Cha-2	Ecl.	E-M.	46½	27¾	16	20¼	14	900
Continental A-40	72	H.	Air	4	3⅛x3¾	115.0	5.20	100.0	4	1	1	L	37–2550	...	2550	D	.110	.003	3.00	137	3.70	1-Str.	N	Bos°	Mag	1	BG-1	...	P-S.	13½	19 7/16	26 7/16	...	...	...
Continental A-70-2	32	Rad.	Air	7	4⅝x4⅝	544.0	5.40	120.0	8	1	1	I	165–2000	...	2000	D	.100	.003	10.00	390	2.40	1-Str.	N	Scin.	Mag	2	BG-2	Hey°	C-A°	16⅝	42¾	...	...	...	...
Continental R-670	80	Rad.	Air	7	5⅛x4⅝	668.0	5.20	125.0	8	1	1	I	210–2000	...	2000	D	.100	.003	12.00	420	2.00	1-Str.	N	Scin.	Mag	2	BG-2	Ecl.	C-A°	16⅝	42½	...	...	...	...
Gryphon[2] M	...	H.	Air	8	4⅜x4¼	511.0	5.40	110.0	2	1	1	OH.	150–2200	...	2000	D	.480*	...	...	420	2.80	2-Zen.	Y	Bos°	B, M.	2	BG-2	Opt.	Opt.	30	12	39	...	...	...
Gryphon[2] N	...	H.	Wat.	12	4½x4¼	811.0	5.50	110.0	2	1	1	I	225–2200	...	2000	D	.480*	...	...	500	2.20	2-Zen.	Y	Scin°	B, M.	2	BG-2	Opt.	Opt.	42	12	39	...	...	...
Guiberson-Diesel A-980	79	Rad.	Air	9	4 11/16x6	982.0	13.7	77.5	10	Sin	gle	I	185–1925	210–2000	1800	D	.360*	...	11.80	509	2.75	...		...	...	...	...	Ecl.	E-M.	18½	46	46	...	...	...
Guiberson-Diesel A-918	...	Rad.	Air	9	4¾x5¾	917.0	14.2	102.5	10	Sin	gle	I	235–1975	250–2100	1800	D	.360*	...	15.00	530	2.25	...		...	...	...	...	Hey.	C-A.	19	47	47	...	...	...
Hawk[3] 6-100	...	Rad.	Air	6	3⅞x5¼	372.0	6.00	127.0	6	2	2	L	100–1800	110–2000	1800	D	.520*	.012*	7.70	225	2.25	1-Str°	N	Scin.	Mag.	2	Opt-2	Opt.	Opt.	29	33	29	Level	13	950
Hawk[3] 3-1	...	Rad.	Air	3	3⅞x5¼	186.0	6.00	127.0	6	2	2	L	50–1800	55–2000	1800	D	.530*	.012*	3.90	125	2.50	1-Zen.	N	Scin.	Mag.	2	Opt-2	Opt.	Opt.	29	33	29	Level	13	475
Heath[4] B-4	E-4	I-L.	Air	4	2¾x3½	83.0	4.60	...	6	1	1	L	25–2800	28–3000	2500	D	.110	.005	2.75	118	4.20	1-Zen.	N	Bos.	Mag.	1	Bos-1	Own.	H-C.	24⅞	23¾	14½	13	8⅜	300
Kinner K-5	3	Rad.	Air	5	4¼x5¼	372.0	5.00	118.0	8	1	1	I	100–1810	105–1900	1810	D	.078	.001	7.80	285	2.58	1-Hol°	N	Bos°	Mag	2	BG-	Ecl.	C-A°	32 5/16	...	45¾	...	...	...
Kinner B-5	51	Rad.	Air	5	4⅝x4¼	441.0	5.25	123.0	8	1	1	I	125–1925	132–1950	1925	D	.074	.001	9.80	295	2.36	1-Hol°	N	Scin.	Mag	2	BG-2	Ecl.	E-M°	32 5/16	...	45¾	...	...	...
Kinner R-5	77	Rad.	Air	5	4⅞x5¼	490.0	5.00	130.0	8	1	1	I	160–1975	171–2375	1975	D	.074	.001	11.50	305	1.90	1-Str.	N	Scin.	Mag	2	BG-2	Ecl.	C-A°	32 5/16	...	45¾	...	...	...
Kinner C-5	62	Rad.	Air	5	5⅝x5¾	715.0	5.25	122.0	8	1	1	I	210–1900	240–2200	1900	D	.081	.002	17.00	420	2.00	1-Str.	N	Scin.	Mag	2	BG-2	Ecl.	E-M°	34 11/16	...	50	...	...	...
Lambert[5] R-266	37	Rad.	Air	5	4¼x4¼	266.0	5.55	115.0	6	1	1	I	85–2375	90–2375	2100	D	.50	.025	5.00	220	2.40	1-Str.	N	Scin.	Mag	2	Cha-2	Ecl.	E-M.	30⅜		...	...	...	...
Le Blond 5D	12	Rad.	Air	5	4⅛x3¾	250.5	5.40	114.0	6	1	1	I	60–1900	68–1950	1900	D	.60	.015	6.00	222	3.26	1-Str.	N	Bos.	Mag	2	Cha-2	...	P-S.	10 3/16	32¾	...	...	...	...
Le Blond 7D	20	Rad.	Air	7	4⅛x3¾	350.7	5.35	107.0	6	1	1	I	90–1975	95–2050	1975	D	.62	.015	9.25	285	3.00	1-Str.	N	Scin.	Mag	2	Cha-2	...	P-S.	11 3/32	32¾	...	...	...	...
Le Blond 5DE	48	Rad.	Air	5	4⅛x3¾	250.5	5.35	116.0	7	1	1	I	70–1950	75–2075	1950	D	.60	.015	6.75	235	3.13	1-Str.	N	Bos.	Mag	2	Cha-2	...	P-S.	10 3/16	33¼	...	...	...	...
Le Blond 5DF	46	Rad.	Air	5	4¼x3¾	266.0	5.40	120.0	8	1	1	I	85–2125	90–2280	2125	D	.52	.015	7.75	219	2.42	1-Hol.	N	Bos.	Mag	2	Cha-2	...	P-S.	10 3/16	33¼	...	...	...	...
Le Blond 7DF	52	Rad.	Air	7	4¼x3¾	372.0	5.40	113.0	8	1	1	I	110–2150	119–2275	2150	D	.54	.015	9.50	275	2.31	1-Str.	N	Scin.	Mag	2	Cha-2	...	P-S.	11 3/32	33¼	...	...	...	...
Lycoming R-680	42	Rad.	Air	9	4⅝x4½	680.4	5.30	123.0	8	1	1	I	210–2000	...	2000	D	.55*	.025*	...	480	2.28	1-Str.	Opt.	Scin.	Mag	1	H-T-2	Ecl.	E-M.	44⅛	43¼	...	...	...	...
Lycoming R-680-BA	81	Rad.	Air	9	4⅝x4½	680.4	6.50	140.0	8	1	1	I	240–2000	...	2000	D	.50*	.025*	...	505	2.10	1-Str.	Opt.	Scin.	Mag	1	H-T-2	Ecl.	E-M.	44 11/32	43¼	...	...	...	...
Menasco Pirate B4	65	I-L.	Air	4	4½x5⅛	326.0	5.50	115.0	3	1	1	I	95–2000	100–2250	2000	...	.091	.0008	8.65	290	3.05	1-Str.	N	Scin.	Mag	2	Cha-2	Ecl.	E-M.	46 13/16	28 5/16	14⅝	...	...	...
Menasco Pirate C4	67	I-L.	Air	4	4¾x5⅛	363.0	5.80	125.0	3	1	1	I	125–2175	135–2500	2175	...	.084	.0013	10.50	288	2.30	1-Str.	N	Bos.	Mag	2	BG-2	Ecl.	E-M.	47 11/32	28 5/16	14⅝	...	...	...
Menasco Buccaneer B6	68	I-L.	Air	6	4½x5⅛	489.0	5.50	131.0	3	1	1	I	160–1975	175–2250	1975	...	.091	.0008	14.50	385	2.40	1-Str.	N	Bos.	Mag	2	BG-2	Ecl.	E-M.	58 7/16	28 5/16	15⅜	...	...	...
Murray[6] Atlas	...	Rad.	Air	8	4⅜x5⅜	646.0	6.00	105.0	2	Va	lvele	ss	120–1400	120–1400	1400	D	.520*	.04*	8.00	260	2.00	1-Zen.	N	Scin.	Mag	2	BG-2	Ecl.	E-M.	26	36	...	...	...	...
Murray[6] Ajax	...	Rad.	Air	6	4⅜x5⅜	484.0	6.00	105.0	2	Va	lvele	ss	80–1400	80–1400	1400	D	.520*	.04*	6.00	210	2.60	1-Zen.	N	Scin.	Mag	2	BG-2	Ecl.	E-M.	26	36	...	...	...	...
Panther[7] X2	49	Rad.	Air	7	4½x5½	612.1	5.10	...	2	1	1	L	160–1900	175–2100	1850	D	.560*	.023*	...	400	2.50	1-Str.	N	Scin.	Mag.	2	BG-	Ecl.	E-M.	36½	36	36	...	6½	POA
Pratt & Whitney Wasp Jr. A	39	Rad.	Air	9	5 3/16x5 3/16	985.0	5.00	121.0	8	1	1	I	300–2000	...	2000	D	.550*	.035*	...	575	1.90	1-Str.	Y	Scin.	Mag	2	BG-2	Ecl.	E-M.	41 3/32	45¾	...	...	3⅜	...
Pratt & Whitney Wasp Jr. T3A	85	Rad.	Air	9	5 3/16x5 3/16	985.0	6.00	146.0	8	1	1	I	400–2200	...	2200	D	.550*	.035*	...	575	1.43	1-Str.	Y	Scin.	Mag	2	BG-2	Ecl.	E-M.	41 3/32	45¾	...	...	3⅜	...
Pratt & Whitney Wasp Jr. SB	Pdg.	Rad.	Air	9	5 3/16x5 3/16	985.0	6.00	...	...	...	...	...	400–2200	...	2200	D	.600*	.035*	...	...	...	1-Str.	Y	Scin.	Mag	2	BG-2	Ecl.	E-M.	...	...	...	...	...	...
Pratt & Whitney Wasp C.I.	14	Rad.	Air	9	5¾x5¾	1344.0	5.25	123.5	8	1	1	I	420–2000	...	2000	D	.550*	.035*	...	725	1.72	1-Str.	Y	Scin.	Mag	2	BG-2	Ecl.	E-M.	42⅝	51 7/16	...	...	3⅜	...
Pratt & Whitney Wasp SC1	58	Rad.	Air	9	5¾x5¾	1344.0	5.25	125.5	8	1	1	I	450–2100	...	2100	D	.550*	.035*	...	730	1.62	1-Str.	Y	Scin.	Mag	2	BG-2	Ecl.	E-M.	42⅝	51 7/16	...	...	3⅜	...
Pratt & Whitney Wasp S1D1	90	Rad.	Air	9	5¾x5¾	1344.0	6.00	140.0	8	1	1	I	525–2200	...	2200	D	.550*	.035*	...	745	1.42	1-Str.	Y	Scin.	Mag	2	BG-2	Ecl.	E-M.	42⅝	51 7/16	...	...	3⅜	...
Pratt & Whitney Wasp S1D1G	Pdg.	Rad.	Air	9	5¾x5¾	1344.0	6.00	...	...	...	...	...	525–2200	...	2200	D	.550*	.035*	...	...	...	1-Str.	Y	Scin.	Mag	2	BG-2	Ecl.	E-M.	...	...	...	...	...	...
Pratt & Whitney Wasp S2D1	Pdg.	Rad.	Air	9	5¾x5¾	1344.0	5.25	...	...	...	...	...	435–2200	...	...	D	.550*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Wasp S2D1-G	Pdg.	Rad.	Air	9	5¾x5¾	1344.0	5.25	...	...	...	...	...	435–2200	...	...	D	.550*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Wasp S. E.	Spe.	Rad.	Air	9	5¾x5¾	1344.0	6.00	...	...	...	...	...	500–2200	...	...	D	.550*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Wasp S. I. E.	Spe.	Rad.	Air	9	5¾x5¾	1344.0	6.00	...	...	...	...	...	500–2200	...	...	D	.550*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Hornet SD1	Pdg.	Rad.	Air	9	6⅛x6⅜	1690.0	5.00	...	...	...	...	...	575–2050	...	...	D	.550*	.035*	...	...	...	-Str.	Y	Scin	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Hornet SD1-G	Pdg.	Rad.	Air	9	6⅛x6⅜	1690.0	5.00	...	...	...	...	...	575–2150	...	...	G.	.550*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Hornet T2D1	99	Rad.	Air	9	6⅛x6⅜	1690.0	6.00	...	...	...	...	...	635–2000	...	...	D	.550*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Hornet S3D1	100	Rad.	Air	9	6⅛x6⅜	1690.0	6.00	...	...	...	...	...	620–2000	...	...	D	.600*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Hornet S3D1-G	Pdg.	Rad.	Air	9	6⅛x6⅜	1690.0	6.00	...	...	...	...	...	650–2150	...	...	G.	.600*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Hornet T1D1	92	Rad.	Air	9	6⅛x6⅜	1690.0	6.00	...	...	...	...	...	675–2000	...	...	D	.550*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...
Pratt & Whitney Hornet SD	106	Rad.	Air	9	6⅛x6⅜	1690.0	6.50	...	...	...	...	...	675–2050	...	...	D	.600*	.035*	...	...	...	-Str.	Y	Scin.	Mag	2	...	...	...	...	...	...	...	...	...

Pratt & Whitney..Hornet SD-G	105	Rad...	Air..	9	6⅛x6⅜	1690.0	6.50	....	..	..	..	..	700-2150	....		G..	.600*	.035*	..	....	..	-Str...	Y...	Scin...	Mag	2	....	.	...	....	.	..	.	.	..	....
P. & W...Twin Wasp Jr. S1A-G	107	Rad...	Air..	14	5 3/16x5 3/16	1535.0	6.00	....			..	..	650-2400	.		G..	.650*	.035*	.		.	-Str...	Y...	Scin...	Mag	2		.			.	.	.	.	.	....
P. & W...Twin Wasp Jr. S5A-G	Pdg.	Rad...	Air..	14	5 3/16x5 3/16	1535.0	6.50	....					700-2500	.		G..	.650*	.035*	.		.	-Str...	Y...	Scin...	Mag	2		.			.	.	.	.	.	....
P. & W.....Twin Wasp SA-G	Pdg.	Rad...	Air..	14	5½x5½	1830.0	6.00	....					750-2400	.		D..	.600*	.035*	.		.	-Str...	Y...	Scin...	Mag	2		.			.	.	.	.	.	....
P. & W.....Twin Wasp S1A-G	Pdg.	Rad...	Air..	14	5½x5½	1830.0	6.50	....					800-2400	.		D..	.600*	.035*	.		.	-Str...	Y...	Scin...	Mag	2		.			.	.	.	.	.	....
Szekely.....L	53	Rad...	Air..	3	4⅛x4¾	1904.0	4.60	104.0	4	1	1	I..	30-1750	32-1825	1750	D..	.58	.0.9	.550	135	4.50	1-Str...	N...	Bos...	Mag	2	Bos-2.	.	.	11½	30	.	.	.	.	625
Szekely.....0	70	Rad...	Air..	3	4⅛x4¾	1904.0	5.00	104.0	4	1	1	I..	45-1750	47.5-1825	1750	D..	.58	.0.9	.300	135	3.00	1-Str...	N...	Bos...	Mag	2	Bos-2.	.	.	11½	36	.	.	.	.	625
Tank[8].....V470	63	V-90..	Air..	8	3⅞x5	470.0	5.45	118.0	4	1	1	I..	115-1650	125-1850	1650	D..	.081	.0015	9.300	398	3.1[illegible]	1-Zen..	N...	Scin...	Mag	2	Bos-2.	Benx.	E-M.	52	32	29	17¾	12⅞	995	
Tank[8].....V502	73	V-90..	Air..	8	3⅞x5	470.0	5.45	118.0	4	1	1	I.	115-1650	125-1850	1650	D..	.081	.0015	9.300	397	3.18	1-Zen..	N..	Scin°..	Mag	2	Bos-2.	No...	No...	52	32	.9	17¾	12⅞	655	
Warner.....Scarab Jr.	54	Rad...	Air..	5	4¼x4¼	301.4	5.20	115.0	8	1	1	I..	90-2050	90-2150	1800	D.	.550*	.0 0*	5.00*	230	2.60	1-Str...	Opt.	Scin°..	Mag	2	AC-2..	Ecl..	E-M°	9	36¼	.	.	.	1800	
Warner.....Scarab	2	Rad...	Air..	7	4¼x4¼	422.0	5.20	115.0	8	1	1	I..	125-2050	132-2150	1800	D..	.550*	.0 5*	5.00*	270	2.45	1-Str...	Opt.	Scin...	Mag	2	AC-2..	Ecl..	E-M°	9	36¼	.	.	.	2100	
Warner.....Super Scarab	104	Rad...	Air..	7	4⅝x4¼	499.0	5.30	115.0	8	1	1	I..	145-2050	155-2150	1800	D..	.550*	.0 5*	7.00*	303	2.08[illegible]	1-Str...	Opt.	Scin...	Mag	2	AC-2..	Ecl..	E-M°	9	36¾	.	.	.	2400	
Wright....Cyclone SR-1820F-2	98	Rad...	Air..	9	6⅛x6⅞	1823.0	6.40	163.0	8	1	1	I.	660-	680-	1950	D..	.600*	.035*	.	918	1.25	1-Str...	Opt.	Scin...	Mag	2	BG-2..	Ecl..	Opt..	43⅝	.	53¾	28⅛	3⅜	....	
Wright....Cyclone GB-1820F-21	93	Rad...	Air..	9	6⅛x6⅞	1823.0	5.30	143.0	8	1	1	I.	625-	644-	1950	G..	.610*	.035*	.	925	1.53	1-Str...	Opt.	Scin...	Mag	2	BG-2..	Ecl..	Opt..	50⅞	.	53¾	35⅞	.3⅜	....	
Wright..Cyclone SGR-1820F-43	Pdg.	Rad...	Air..	9	6⅛x6⅞	1823.0	6.40	132.0	8	1	1	I.	470-	487-	1950	G..	.610*	.035*	.	1015	1.70	1-Str...	Opt.	Scin...	Mag	2	BG-2..	Ecl..	Opt..	48⅛	.	53¾	33⅛	.3⅜	....	
Wright....Conqueror V-1570F	6	V-60..	Wat.	12	5⅛x6¼	1587.0	6.25	136.0	2	2	2	OH.	600-	655-	2400	D..	.530*	.0.5*	.	900	1.37	1-Str...	Opt.	Scin...	Mag	2	BG-2..	Ecl..	Opt..	64	39¼	.6 9/16	.5⅛	15¾	....	
Wright....Conqueror SV-1570F	Pdg.	V-60..	Wat.	12	5⅛x6¼	1587.0	6.25	152.0	2	2	2	OH.	675-	700-	2400	D..	.590*	.0.5*	.	990	1.41	1-Str...	Opt.	Scin...	Mag	2	BG-2..	Ecl..	Opt..	67 11/32	39¾	6 9/16	1 3/64	15¾	....	
Wright.....Whirlwind R-540E	23	Rad...	Air..	5	5x5½	540.0	5.10	128.0	8	1	1	I.	165-	175-	2000	D..	.550*	.0.5*	.	415	2.37	1-Str...	Opt.	Scin...	Mag	2	BG-2..	Ecl..	Opt..	41 3/32	.	15	8 23/32	19¼	....	
Wright.....Whirlwind B-760E-1	94	Rad...	Air..	7	5x5½	756.0	6.00	142.0	8	1	1	I.	270-	285-	2100	D..	.550*	.0 5*	.	505	1.77	1-Str...	Opt.	Scin...	Mag	2	BG-2..	Ecl..	Opt..	41 3/32	.	15	9⅛	19¼	....	
Wright.....Whirlwind B-975E-2	78	Rad...	Air..	9	5x5½	973.0	6.00	158.0	8	1	1	I...	400-	420-	2150	D..	.550*	.0.5*	.	595	1.42	1-Str...	Opt.	Scin...	Mag	2	BG-2.	Ecl..	Opt..	41 23/32	.	45	29 9/16	19¼	....	

Note:—Wright Models available with different blower, compression, and gear reduction ratio

ABBREVIATIONS

General
*—Pounds
**—Less Starter
°—Others also
†—Oil and Gas Mixed
Apl—Applied for
A.T.C.—Approved Type Certificate
N—No or None
O or Opt—Optional
Pdg.—Pending
P.O.A.—Price on Application
Var—Varies
Y—Yes

Arrangement
H—Horisontally opposed
I-L—In Line
IV-L—Inverted in Line
Rad—Radial
Rad-2—Radial 2 banks of 5 cylinders
X—4 banks of Cylinders

Cooling
Wat—Water

Cylinder Material
1—Aluminum with Cast Iron Liner
2—Aluminum with Steel Liner
3—Cast Iron
4—Cast Iron with Aluminum Head
5—Molybdenum Cast Iron
6—Nickel Iron
7—Nickel Iron and Aluminum with Cast Iron Liner
8—Steel with Aluminum Head
9—Steel
10—Chrome Nickel Steel with Aluminum Head

Valve Location
I—In Head with Push Rods and Rocker Arms
L—Valves at Side
OH—Overhead Camshaft
V—Valveless

Propeller Drive
D—Direct
G—Geared

Carburetor Make
Hol—Holley
Spec—Special
Str—Stromberg
Win—Winfield
Zen—Zenith

Current Sources
Bat—Battery
B, M—Battery and Magneto
Mag—Magneto
B or M—Battery or Magneto

Ignition Systems Make
Bos—Bosch
Scin—Scintilla

Spark Plugs Make
AC—AC Spark Plug
Bos—Bosch
Cha—Champion
BG—BG Corp.
H-T—Hurley Townsend
RB—Robert Bosch

Starter Make
Ecl—Eclipse
Hey—Heywood
Benx—Bendix

Method of Starting
C-A—Compressed Air
E-M—Electric Motor
H-C—Hand Crank
P-S—Propeller Swinging

Engine Manufacturers
1—National Aero Corp.
2—Aircraft Engine and Accessories Corp.
3—Hudson Industries, Inc.
4—International Aircraft Corp.
5—Monocoupe Corp.
6—Aircraft Holding Corp.
7—MacClatchie Mfg. Co.
8—Milwaukee Parts Corp.

INDEPENDENT SUSPENSIONS

CAR MAKE AND MODEL	SUSPENSION TYPE			Spring Rates at Wheel lbs per in.		WEIGHT PER WHEEL		OPERATING VARIATIONS IN:				STANDARD SETTING FOR WHEEL			Shock Cushion Type	Shock Absorber Location	HINGE POINT BEARINGS		Brake Torque Taken by	STOP LOCATION		Springs Enclosed?	Sway Stabilizer?	STEERING				LOCATION OF ADJUSTMENTS		
	Front	Extra Cost	Rear	Front	Rear	Front	Rear	Caster?	Camber?	Toe-in?	Track?	Caster (deg.)	Camber (deg.)	Toe-in (ins.)			Type	Lubrication		Compress.	Rebound			Overall Ratio	Turning Circle Diameter (ft.)	Tie-Rod Type	King Pin Bearing	Caster	Camber	Toe-in
Buick.....50	L'k Par..	None..	½E-T..	125	135	990	1052	No..	Yes.	No..	S...	2	⅞	.41°	Bump.	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	20.3	40	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Buick.....60	L'k Par..	None..	½E-T..	140	145	1090	1185	No..	Yes.	No..	S...	1⅛	⅞	.41°	Bump.	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	20.0	42¾	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Buick.....90	L'k Par..	None..	½E-T..	150	155	1222	1273	No..	Yes.	No..	S...	1⅛	⅞	.41°	Bump.	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	23.5	48½	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Cadillac.....V8-10	L'k Par..	None..	½E-H..	117	150	1165	1293	No..	Yes.	No..	S...	1½	1	⅛	PnR..	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	20.6	42	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Cadillac.....V8-20	L'k Par..	None..	½E-H..	122	152	1210	1305	No..	Yes.	No..	S...	1½	1	⅛	PnR..	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	20.6	44	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Cadillac.....V8-30	L'k Par..	None..	½E-H..	135	183	1300	1550	No..	Yes.	No..	S...	1½	1	⅛	PnR..	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	23.3	44½	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Cadillac.....V12-40	L'k Par..	None..	½E-H..	143	183	1400	1550	No..	Yes.	No..	S...	1½	1	⅛	PnR..	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	23.3	44½	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Cadillac.....V-16	L'k Par..	None..	½E-H..	157	194	1525	1638	No..	Yes.	No..	S...	1½	1	⅛	PnR	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	23.3	47	Spl..	Conv...	KnT..	KnS..	Tie-Rods
Chevrolet.....Master	Cr. Arm.	None..	½E-T..	115	117	767	827	Yes.	No..	No..	No..	x	2	⅜	SepS..	Susp..	Needle.	Au...	Rod..	Susp	Susp.	Yes.	No..	18.6	41½	Fra..	Needle.	None..	None..	Tie-Rods
Chrysler.....6	L'k Par..	None..	½E-H..	130	140	800	880	No..	Yes.	No..	S...	1½	½	⅛	Bump.	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	No..	21.2	43	Spl..	Brz....	KnT..	KnS..	Tie-Rods
Dodge.....6	L'k Par..	None..	½E-H..	130	140	725	850	No..	Yes.	No..	S...	1½	½	⅛	Bump.	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	No..	21.2	43	Spl..	Brz....	KnT..	KnS..	Tie-Rods
Hudson.....8	Art.Axle.	Opt...	½E-H..	265	160	728	830	Yes.	Yes.	Yes.	Yes	3	1½	⅛	Bump.	D-A..	Needle.	NR..	Spr..	Fra.	SA...	Yes.	No..	16.4	41⅔	Conv	H St.	Pad..	None..	Tie-Rods
La Fayette.....6	Art.Axle.	$10	½E-H..	280	120	....	....	Yes.	Yes.	Yes.	Yes.	2½	1½	⅛	Bump.	Conv.	St.Br...	PG..	Spr..	Fra.	SA...	Yes.	No..	16.4	....	Conv	Brz....	Pad..	None..	Tie-Rods
La Salle.....8	L'k Par..	None..	½E-H..	....	....	....	....	No..	Yes.	No..	S...	....	....	....	PnR	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	....	38	Spl..	Ld. Br..	KnT..	KnS..	Tie-Rods
Nash.....Big 6	Art.Axle.	$10	½E-H..	280	120	970	1490	Yes.	Yes.	Yes.	Yes.	2½	1½	⅛	Bump.	Conv.	St. Br..	PG..	Spr..	Fra.	SA...	Yes.	No..	16.4	....	Conv	Brz....	Pad..	None..	Tie-Rods
Nash.....Adv 8	Art. Axle	$10	½E-H..	280	120	1010	1540	Yes.	Yes.	Yes.	Yes.	2½	1½	⅛	Bump.	Conv.	St. Br..	PG..	Spr..	Fra.	SA...	Yes.	No..	16.4	....	Conv	Brz....	Pad..	None..	Tie-Rods
Nash.....Ambo 8	Art.Axle.	$10	½E-H..	325	155	1250	1775	Yes.	Yes.	Yes.	Yes.	0	1½	⅛	Bump.	Conv.	St. Br..	Au...	Spr..	Fra.	SA...	Yes.	No..	16.8	....	Conv	Brz....	Pad..	None..	Tie-Rods
Oldsmobile.....6	L'k Par..	None..	½E-H..	105	125	766	850	No..	Yes.	No..	S.	2½	1	1/32	PnR	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	19	38	Spl..	Ld. Br..	KnT..	KnS..	Tie-Rods
Oldsmobile.....8	L'k Par..	None..	½E-H..	105	140	848	958	No..	Yes.	No..	S...	2	1	1/32	PnR	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	Yes.	20	38	Spl..	Ld. Br..	KnT..	KnS..	Tie-Rods
Pontiac.....Str 8	Cr. Arm.	None..	½E-T..	140	117	831	896	Yes.	No..	No..	No..	x	2	1/32-⅛	SepS..	Susp..	Needle.	Au...	Rod..	Susp	Susp.	Yes.	Yes.	20	41½	Fra..	Needle.	None..	None..	Tie-Rods
Plymouth.....6	L'k Par..	None..	½E-H..	130	120	695	725	No..	Yes.	No..	S...	1½	½	⅛	Bump.	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	No..	21.2	41½	Spl..	Brz....	KnT..	KnS..	Tie-Rods
Plymouth...De Luxe 6	L'k Par..	None..	½E-H..	130	140	710	810	No..	Yes.	No..	S.	1½	½	⅛	Bump.	Top F.	Thread.	PG..	Vee..	Spr.	Fra..	No..	No..	21.2	42¾	Spl..	Brz....	KnT..	KnS..	Tie-Rods
Terraplane.....6	Art.Axle.	Opt...	½E-H..	235	160	662	780	Yes.	Yes.	Yes.	Yes.	3	1½	⅛	Bump.	D-A..	Needle.	NR..	Spr..	Fra.	SA...	Yes.	No..	15	35½	BB..	H St.	Pad.	None..	Tie-Rods

ABBREVIATIONS:
°—Degrees
½E-H—Semi-Elliptics—Hotchkiss
½E-T—Semi-Elliptic—Torque Tube
Art. Axle—Articulated Axle, Lap Springs
Au—Automatic
BB—Ball Bearing Tie Rod (Conventional)
Brz—Bronze
Bump—Rubber Bumper
Conv—Conventional
Cr. Arm—Crank Arm, Coil Springs
D-A—Direct Acting
Fra—On Frame
H St—Hardened Steel
KnS—At Knuckle Support Arm (Shim Adj.)
KnT—At Knuckle Support Arm (Screw Adj.)
Ld Br—Leaded Bronze
L'k Par—Link Parallelogram, Coil Spring
NR—None Required, Bearings Sealed
Opt—Optional, No Extra Cost
Pad—At Spring Pads (Shims)
PG—Pressure Gun
PnR—Pneumatic Rubber Inside Coil Spring
Rod—Separate Torque Rod
S—Slight
SA—Shock Absorber
SepS—Separate Springs
Spl—Split
Spr—Springs
St Br—Steel Backed Bronze Bushings
Susp—In Suspension Housing
Thread—Threaded Bolts and Bushings
Top F—Top of Frame
Vee—Vee Shaped Suspension Links
x—King Pin Caster (in Frame)

AUTOMOTIVE DIESEL AND OTHER HEAVY OIL ENGINES

Engine Make and Model	General: Designed for	Type	Number of Cylinders, Bore and Stroke	Piston Displacement (Cu. Ins.)	Manufacturers Rated H.P. at Specified R.P.M.	Compression Ratio	Compression Pressure (Lbs. per sq. in. at Specified R. P. M.	Maximum Pressure (Lbs. per Sq. In.)	B. M. E. P. (Lbs. per Sq. In.)	Weight per Rated H.P. (Lbs.)	Maximum Torque in Lbs. Ft. at Specified R.P.M.	Engine Weight Complete (Lbs.)	Valves (4 Cycle): Inlet Port Diameter and Lift (Ins.)	Exhaust Port Diameter and Lift (Ins.)	Inlet Seat Angle (Deg.)	Exhaust Seat Angle (Deg.)	Piston: Material	Number of Rings per Piston	Length	Weight of Piston with Rings and Pin	Connecting Rods: Material (S.A.E. No.)	Center to Center Length	Weight with Cap and Bushing (Lbs.)	Injection Valve: Type (Open or Closed)	Orifices (Single or Multiple)	Injection Pressure (Lbs. per Sq. In.)	Specific Fuel Consumption (Lbs. per B.H.P. Hr.)	Starting Equipment: Make	Type
AMERICAN																													
Bolinders† W3	M, R.	DI.	4-4 11/16x4 11/16		32-1000		120-1000										CI.								S.		.44	Own	Opt.
Bolinders† W7	B, M, R.	DI.	4-7.08x7.08		100-800		120-800										CI.	4	8½			15¼			S.			Own	Opt.
Buda 6D-415	T,Tr,B,M,R.	A.	6-4x5½	415.0	85-2000	16.0	400-600	700	81	15.9	260-1200	1350	1¾-.43	1½-.43	45	45	Al	6	6¼	5.50	6140	11	4¾	Clo.	S.	2000	.47	L-N.	Elec.
Buda D-6-17	Tr,B,M	A.	6-5¼x7	909.0	104-1200	14.0	400-600	550	75	25.9		2700									6140			Clo.	S.	1500			Elec.
Buda 6DM-1611	Marine	A.	6-6¼x8¾	1611.0	150-1000	15.0	400-600	700	74	43.0	1085-650	6450	2½-.55	2½-.55	45	45	Al	6	10⅝	21.00	1035	17¾	27	Clo.	S.	2000	.47	L-N.	Elec.
Buda 6DMR-1742	Marine	A.	6-6½x8¾	1742.0	165-1000	15.0	400-600	700	75	43.0	1130-650	7100	2¾-.55	2¾-.55	45	45	Al	6	10⅝		1035	17¾		Clo.	S.	2000	.47	L-N.	Elec.
Buda 6-DMR-6-17	Marine		6-5¼x7	909.0	104-1200	14.0	400-...	550	75	31.0		3230					BN.	6			6140			Clo.	S.	1500			Elec.
Buda D-4-23	Tr,R.		4-6x8	900.0		14.0	400-...	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Buda D-4-30	Tr,R.		4-6½x8¾	1160.0		14.0	400-...	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Buda D-6-27	R,I		6-6¼x8¾	1610.0		14.0	400-...	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Buda D-6-30	Tr,R.		6-6½x8¾	1740.0		14.0	400-...	550	75								BN.	6			1045			Clo.	S.	1500			Elec.
Caterpillar D9900	Tractors	PC.	4-6⅛x9¼	1090.0	70-700	14.5	520-700		73	73.8	705-470	5164	2⅝-.62	2⅝-.62	45	45	Al	7	9½		1040	18½	25	Clo.	S.	1800	.480	Own	Gas.
Caterpillar D11000	Tractors	PC.	6-5¼x8	1039.0	75-820	15.5	570-820		70	65.0	710-600	4867	2⅛-.56	2⅛-.56	45	45	Al	8	9⅜	11.38	1040	15	15.31	Clo.	S.	1800	.470	Own	Gas.
Caterpillar D7700	Tractors	PC.	4-5¼x8	693.0	50-850	15.5	570-850		67	80.2	440-600	4010	2⅛-.56	2⅛-.56	45	45	Al	8	9⅜	11.38	1040	15	15.31	Clo.	S.	1800	.496	Own	Gas.
Caterpillar D6100	Tractors	PC.	3-5¼x8	520.0	37-850	15.5	570-850		66	85.7	320-600	3175	2⅛-.56	2⅛-.56	45	45	Al	8	9⅜	11.38	1040	15	15.31	Clo.	S.	1800	.505	Own	Gas.
Cummins H	C,T,Tr,B	DI.	6-4⅞x6	672.0	125-1800	17.0	500-...	700	82	15.6	420-1400	1950															.420	L-N.	Elec.
Cummins H	C,T,M,R.	DI.	4-4⅞x6	448.0	83-1800	17.0	500-...	700	82	18.7	280-1400	1550															.420	L-N.	Elec.
Cummins KO	R.	DI.	6-7x9	2078.0	230-1000	14.0	450-...	700	88	30.7	1380-750	7075															.420	Own	Air.
Cummins L	R.	DI.	6-7x10	2309.0	250-1000	14.0	450-...	700	86	28.7	1470-750	7175															.420	Own	Air.
Guiberson L-G	T,B.	TC.	6-4½x5¾	549.0	120-2000	14.7	510-1800	580	86	14.4	290-1200	1732	1 9/16-⅞	1 9/16-⅞	45	45	Al	5	6¼	4.25		12⅛		Clo.	S.	1000	.460	L-N.	Elec.
Guiberson A-980	Aircraft		9-4⅝x6	982.0	210-2000	13.7			85	2.4		509													S.		.470	Ecl.	Elec.
Guiberson A-918	Aircraft		9-4¾x5¾	918.0	250-2100	14.2			103	2.1		530													S.		.470	Hey.	Air.
Packard DR-980	Aircraft		9-4⅝x6	982.0		14.0	480-	1000			604-1950	538	2 5/32-11/32	2 5/32-11/32	30		Al	4	4½		ChM			Op.	S.	2000	.460	Ecl.	Elec.
Waukesha 6ELH	Tr,M,R.	DI.	6-6½x7	1395.0	185-1200	5.6	120-1000		88				2½-.32	2¼-.32	30	30	CI.	4	9¼		1045	15⅜		Op.	M	2000	.520		Elec.
Waukesha WFH	Tr,M,R.	DI.	4-6½x8	1060.0	105-950	5.4	115-1000		83	30.4	600-675	3200	2½-.59	2¼-.59	30	30	CI.	4	9⅝		1045	18		Op.	M	2000	.520		Opt.
Waukesha HLH	Tr,M,R.	DI.	4-6x6½	735.0	83-1200	5.6	120-1000	450	75	23.1	425-700	1915	2-¾	1¾-¾	30	30	CI.	4	8⅛		1045	13¼		Op.	M	2000	.520		Opt.
Waukesha HAH	Tr,M,R.	DI.	4-5x6½	511.0	58-1200	5.6	120-1000	450	75	32.3	280-750	1875	2-¾	1¾-¾	30	30	CI.	4	8⅛		1045	13¼		Op.	M	2000	.520		Opt.
Waukesha VIKH	T,Tr,B,M.	DI.	4-4½x5¼	334.0	43-1200	5.8	125-1000		85	21.3	187-800	915	1¾-.47	1⅝-.37	30	45	CI.	4	6½		1045	6⅞		Op.	M	2000	.520		Opt.
Waukesha XAKH	T,Tr,B,M.	DI.	4-3¾x4¾	210.0	29-1400	5.8	125-1000		78	24.7	120-850	715	1⅝-.58	1¼-.50	30	30	CI.	4	5⅝		1045	8¾		Op.	M	2000	.520		Opt.
Waukesha 6D-125	T,Tr,B,M,R.	TC.	6-4¾x5½	585.0	125-1800				94	14.9	395-1860	1860	2-.55	1½-.55	45	45	Al	5	6		3140	11¾		Clo.	S.	1500	.460		Elec.
Waukesha 6D-100	T,Tr,B,M,R.	TC.	6-4⅜x5⅛	462.0	100-2200				78	15.0		1500	1⅝-.55	1⅜-.55	45	45	Al	5	5⅞		1045	10¼		Clo.	S.	2000	.460		Elec.
Waukesha 6D-140	T,Tr,B,M,R.	TC.	6-5x5½	648.0	140-1800				95	13.4	450-1400	1875	2-.55	1½-.55	45	45	Al	5	6		3140	11¾		Clo.	S.	1500	.460		Elec.
Winslow 4-75	T,Tr,M.	DI.	4-5½x7	665.0	75-1200	15.5	485-1000	825	75	27.3	350-1000	2050	2⅛-.50	**	30	**	Opt.	5	6⅞		ChM.	13 9/16	12	Clo.	S.	1200	.440	D-R.	Elec.
BRITISH																													
A. E. C.	T,B,M	TC.	4-4.25x5.75	326.0	70-2000	16.0	550-1000	850	85		220-1250		1.73-.45	1.57-.45	45	45	Y.	5	6.30	5.00	CNS.	10.70	5.69	Clo.	S.	1400	.490	Bos.	Elec.
A. E. C.	T,B,M,R.	TC.	6-4.52x5.58	540.0	130-2000	16.0	550-1000	850	95	11.3	370-1250	1477	1.89-.47	1.61-.47	30	30	Y.	5	5.90	5.37	CNS.	11.42	5.31	Clo.	S.	1395	.440	Bos.	Elec.
Blackstone B.P.V.T.4	T,Tr,B,R.	DI.	4-4.62x6.00	403.2	75-1800	14.0	420-1000	700	82		260-1100		1.62-.34	1.62-.34	45	45	Y.	4	6.37	5.00	St.	13.00	11.50	Clo.	M	2000	.420	CAV.	Elec.
Blackstone B.P.V.T.5	T,Tr,B,R.	DI.	5-4.62x6.00	504.0	92-1800	14.0	420-1000	700	80		325-1100		1.62-.34	1.62-.34	45	45	Y.	4	6.37	5.00	St.	13.00	11.50	Clo.	M	2000	.420	CAV.	Elec.
Blackstone B.P.V.T.6	T,Tr,B,R.	DI.	6-4.62x6.00	604.8	110-1800	14.0	420-1000	700	80		390-1100		1.62-.34	1.62-.34	45	45	Y.	4	6.37	5.00	St.	13.00	11.50	Clo.	M	2000	.420	MCL.	Elec.
Crossley V.R.4	T,Tr,B.	PC.	4-4.43x6.00	371.2	65-1700	15.9	580-1200	700	82	15.1	325-	1512	1.75-.43	1.50-.43	45	45	Al	6	5.81	5.62	St.	13.25	8.75	Clo.	S.	1500	.420	Bos.	Elec.
Crossley V.R.6	T,Tr,B.	PC.	6-4.43x6.00	556.8	100-1700	15.9	580-1200	700	84	15.1	325-	1512	1.75-.43	1.50-.43	45	45	Al	6	5.81	5.62	St.	13.25	8.75	Clo.	S.	1500	.420	Bos.	Elec.
Gardner LW	C,T,B.	DI.	3-4.25x6.00	256.0	51-1700	13.0	450-....	700	93	19.6	168-1100	1000					Al				St.			Clo.	M		.400		Hand.
Gardner LW	C,T,B.	DI.	4-4.25x6.00	342.0	68-1700	13.0	450-....	700	93	16.9	228-1100	1150					Al				St.			Clo.	M		.400		Hand.
Gardner LW	C,T,B.	DI.	5-4.25x6.00	426.0	85-1700	13.0	450-....	700	93	15.6	284-1100	1330					Al				St.			Clo.	M		.400		Hand.
Gardner LW	C,T,B.	DI.	6-4.25x6.00	512.0	102-1700	13.0	450-....	700	93	14.7	348-1100	1500					Al				St.			Clo.	M		.400		Hand.
Lister 9-1	Tr,M,R.	DI.	1-4.50x5.50	87.5	9-1000	15.0	450-1000	750	81	127.5	340-2000	1148	1.43-.44	1.28-.44	45	45	Al	4	5.33	4.80	CS.	11.00	17.6	Clo.	S.	2000	.480		Opt.
Lister 18-2	Tr,M,R.	TC.	2-4.50x5.50	175.0	18-1000	15.0	450-1000	750	81	82.5	682-2000	1484	1.43-.44	1.28-.44	45	45	Al	4	5.33	4.80	CS.	11.00	17.6	Clo.	S.	2000	.480		Opt.
Lister CD	M,R.	TC.	1-4.50x4.37	69.5	7-1000	15.0	450-1000	750	80	122.0	39-1000	854	1.43-.37	1.28-.37	45	45	Al	4	5.50	4.80	CS.	8.50	16.44	Clo.	S.	1250	.480		Hand.
Lister CE	M,R.	TC.	2-4.50x4.37	139.0	14-1000	15.0	450-1000	750	80		78-1000		1.43-.37	1.28-.37	45	45	Al	4	5.50	4.80	CS.	8.50	16.44	Clo.	S.	1250	.480		Hand.
McLaren M.D.B.6	Tr,R.	PC.	6-5.31x7.87	1047.0	112-1000	15.0	450-1000	650	85	33.1	712-600	3700	1.89-.47	1.89-.47	45	45	CI.	5	8.61	18.25	NS.	12.40	18.00	Clo.	S.	1000	.470		Opt.
McLaren M.D.B.8	R.	PC.	8-5.31x7.87	1395.0	150-1000	15.0	450-1000	650	85	39.4	950-600	5900	1.89-.47	1.89-.47	45	45	CI.	5	8.61	18.25	NS.	12.40	21.00	Clo.	S.	1000	.470		Opt.
McLaren M.D.B.4	Tr,R.	PC.	4-5.31x7.87	685.0	75-1000	15.0	450-1000	650	87	35.5	475-600	2660	1.89-.47	1.89-.47	45	45	CI.	5	8.61	18.25	NS.	12.40	15.00	Clo.	S.	1000	.470		Elec.
McLaren LM-6	T,Tr,B,R.	A.	6-4.14x5.91	475.0	90-1800	17.0	520-1400	640	83	15.3	300-1300	1375	1.65-.41	1.65-.41	60	60	Sil.	5	5.55	4.30	NS.	12.40	8.40	Clo.	S.	1600	.440	CAV.	Elec.
McLaren LM-4	T,Tr,B,R.	A.	4-4.14x5.91	318.0	60-1800	17.0	520-1400	640	83	17.5	200-1300	1050	1.65-.41	1.65-.41	60	60	Sil.	5	5.55	4.30	NS.	12.40	8.40	Clo.	S.	1600	.440	CAV.	Opt.
McLaren 4M-12	T,Tr,B,R.	A.	4-3.54x3.94	155.0	45-2500	17.5	520-1600	640	92	16.7	100-1750	750a	1.34-.33	1.34-.33	45	45	Sil.	5	4.56	2.20	NS.	7.87	5.50	Clo.	S.	1800	.440	CAV.	Opt.
Mirrless-Ricardo***	T,Tr,R.	TC.	6-5.62x6.50	969.2	120-1200	14.7	500-1200	880	82	43.8	528-1100	5260	Sleeve.	Sleeve.			CI.	6	7.18	15.00	NS.	14.00	16.25	Au.	S.	2740	.410	Own	Air.
Mirrless-Ricardo***	T,Tr,R.	TC.	6-7.50x12.00	3180.0	300-900	14.3	475-900	780	83	37.4	1830-600	11200	Sleeve.	Sleeve.			CI.	6	9.87	32.00	NS.	27.00	37.00	Au.	S.	4900	.400	Own	Air.
Paxman†† VZ	M,R.	TC.	6-6.50x10.00	1991.0	198-1000	13.5	450-1000	730	79	36.9		7300	2.31-.68	2.31-.68	45	45	CI.	4	11.31	34.00	NS.	22.50	46.00		M.	2000	.410	Own	Opt.
Paxman†† VW	M,R.	TC.	6-5.50x7.25	1035.0	105-1000	13.5	450-1000	730	80	40.0		4200	1.93-.43	1.93-.43	45	45	CI.	4			NS.	16.50			M.	2000	.430	Own	Opt.

Pet'er	Ace	T,Tr,B,R	TC	3-4.50x5.37	256.5	50-1600	14.0	550-1000	750	97	28.0	197-1600	1400	2 Cycle—	Scavenge P	ump	s...	Hid.	5	6.37	7.00	St...	10.75	12.00	Clo.	M		.460	Bos...	Opt.
Ruston-Lister	38-4	Tr,M,R	TC	4-4.50x5.50	350.0	38-1000	15.0	450-1000	750	86	63.5	200-2000	2416	1.43-.44	1.28-.44	45	45	Al	4	5.33	4.80	CS..	11.00	17.60	Clo.	S.	2000	.460	....	Opt.
Ruston-Lister	27-3	Tr,M,R	TC	3-4.50x5.50	262.5	27-1000	15.0	450-1000	750	82	80.1	141-2000	2163	1.43-.44	1.28-.44	45	45	Al	4	5.33	4.80	CS..	11.00	17.60	Clo.	S.	2000	.480	....	Opt.
Tangye	VM4	T,Tr,B,R	....	4-4.37x6.25	383.0	85-2000	13.8	398-....	600	88	11.8	365-1600	1000	1.81-.31	1.81-.31	45	45	Y...	5	6.37	13.18	CNS..	12.00	7.25	Clo.	S.	2000	.430	....	Elec..
Tangye	VM6	T,Tr,B,R	....	6-4.37x6.25	563.7	140-2000	13.8	398-....	600	98	9.6	365-1600	1350	1.81-.31	1.81-.31	45	45	Y...	5	6.37	13.18	CNS..	12.00	7.25	Clo.	S.	2000	.430	....	Elec..
FRENCH																															
Berliet	M.D.F.	T,Tr,B	A	4-4.33x5.90	348.0	55-1800	15.0	496-1800	711	70	23.3	180-1100	1280	1.57-...	1.57-...	45	45	Al	5	6.80	7.20	CNS..	12.40	9.00	Clo.	S.	1470	.440	P-R...	Elec..
Berliet	M.D.B.	T,Tr,B,R	A	4-4.72x6.30	440.0	75-1700	15.0	496-1700	711	79	20.3	246-1100	1520	1.73-20.	1.73-.20	45	45	Al	5	7.48	9.42	CNS..	12.00	11.62	Clo.	S.	1470	.440	P-R...	Opt...
Berliet	M.D.B.	T,Tr,B,M	A	6-4.33x5.90	518.0	85-1800	15.0	496-1800	711	72	20.7	289-1200	1760	1.73-...	1.73-...	45	45	Al	5	6.90	7.20	CNS..	12.40	9.00	Clo.	S.	1470	.450	P-R...	Elec..
Berliet	M.D.E.	T,Tr,B,R	A	6-4.72x6.30	660.0	100-1700	15.0	496-1700	711	71	22.0	346-1100	2205	1.73-...	1.73-...	45	45	Al	5	7.48	9.42	CNS..	12.00	11.62	Clo.	S.	1470	.450	P-R...	Opt...
Berliet	M.D.H	T,Tr,M,R	A	6-5.12x6.30	775.0	115-1800	15.0	496-1600	711	65	....	390-....		1.73-...	1.73-...	45	45	Al	5	....	10.10	CNS..	12.60	11.70	Clo.	S.	1470	.450	P-R...	Opt...
Motors C.L.M.§		C,T,Tr,B,R	TC	6-2.56x8.27	....	....	16.0	570-....	995		....	 2	Cycle	Scavenging	Pump..			CI..	6			St..			Op..	S.	4690	.420	Var...	Air...
Rochet-Schneider	355	T,Tr,B,R	TC	6-4.33x5.90	525.0	110-1800	14.5	455-1000	710	92	18.0	336-1600	1980	1.77-.45	1.77-.45	45	45	Al	5	6.87	5.50	CNS..	11.80	7.50	Clo.	S.	1100	.440	Bos...	Elec..
Rochet-Schneider	375	T,Tr,B,R	TC	4-4.33x5.90	347.0	75-1800	14.5	455-1000	710	95	19.1	227-1600	1430	1.77-.45	1.77-.45	45	45	Al	5	6.87	5.50	CNS..	11.80	7.50	Clo.	S.	1100	.440	Bos...	Elec..
Unic	M20	C,T,Tr,B,R	PC	6-4.14x6.50	524.0	95-1600	16.0	515-1600	665	90	17.6	325-1000	1670	1.50-...	1.50-	45	45	Al	5	6.31	3.30	CNS..	13.00	8.20	Clo.	S.	950	.450	Bos...	Elec..
Unic	M25	C,T,Tr,B,R	PC	4-4.33x5.12	302.0	62-2000	17.0	520-2000	700	81	14.8	180-1200	920	1.50-...	1.50-	45	45	Al	5	6.50	3.50	CNS..	11.10	8.40	Clo.	S.	950	.450	Bos...	Elec..
GERMAN																															
Bussing-Nag	GD	T,B,R	PC	6-5.12x6.69	826.0	145-1700	16.5	498-1700	640	82	11.7	522-600	1700	2.05-.39	2.05-.39	30	30	Al	5	7.48	7.27	St...	13.78	12.57	Clo.	S.	1250	.480	Bos...	Elec...
Bussing-Nag	FD	T,B,R	PC	6-4.91x6.69	764.0	120-1500	16.5	498-1500	640	83	13.8	480-900	1660	1.97-.39	1.97-.39	45	45	Al	5	7.48	6.84	St...	13.78	12.57	Clo.	S.	1250	.460	Bos...	Elec...
Bussing-Nag	LD4	T,B,R	PC	4-4.33x5.12	301.0	60-2000	16.5	498-2000	640	78	18.0	171-900	1080	1.89-.39	1.69-.39	45	45	Al	5	6.82	5.06	St...	10.63	7.28	Clo.	S.	1250	.440	Bos...	Elec..
Bussing-Nag	LD3	T,B,R	PC	3-4.33x5.12	226.0	40-2000	16.5	498-2000	640	70	22.5	130-1400	900	1.89-.39	1.69-.39	45	45	Al	5	6.82	5.06	St...	10.63	7.28	Clo.	S.	1250	.440	Bos...	Elec..
Bussing-Nag	LD6	T,B,R	PC	6-4.33x5.12	452.0	85-2000	16.5	498-2000	640	74	16.7	244-1100	1420	1.89-.39	1.69-.39	45	45	Al	5	6.82	5.06	St...	10.63	7.28	Clo.	S.	1250	.440	Bos...	Elec..
Deutz	FM313	T,B,R	PC	4-3.94x5.12	248.8	50-2000	19.0	488-2000	640	80	15.4	130-....	770	1.57-.39	1.57-.39	45	45	Al	5	5.90	3.53	NS..	11.81	6.61	Clo.	S.	1840	.460	Own	Elec..
Deutz	FM313	T,B,R	PC	6-3.94x5.12	373.2	75-2000	19.0	488-2000	640	80	13.8	195-....	1035	1.57-.39	1.57-.39	45	45	Al	5	5.90	3.53	NS...	11.81	6.61	Clo.	S.	1840	.460	Own	Elec..
Deutz	A2M315	Tractors	PC	2-4.72x5.90	208.0	25-1250	19.0	488-1250	640	76	46.0	103-1250	1150	1.89-.47	1.89-.47	45	45	Al	5	6.82	6.18	NS...	14.17	11.00	Clo.	S.	1840	.460	Own	Hand.
Deutz (a)	FM317	T,B,M,R	PC	6-4.72x6.69	702.0	110-1500	19.0	488-1500	640	83	18.0	380-....	1985	1.89-.47	1.89-.47	45	45	Al	5	6.82	6.18	NS...	14.17	11.00	Clo.	S.	1840	.460	....	Elec..
Deutz (b)	AM220	M,R	PC	6-6.69x7.87	1665.3	150-1000	17.5	576-1000	640	71	40.6	780-1000	6100	2.36-.59	2.36-.59	45	45	CI..	5	9.84	3.52	NS..	17.72	3.16	Clo.	S.	1470	.420	....	Opt.
Junkers	2, 3	C,T,B,R	DI..	2-3.35x7.87c	138.5	55-2000	17.0	710-2000	1085	78	17.3	173-1200	950	2 cycle—2	pistons per	cyli	nder	CI..	5	6.30	14.11c	St...	....	12.01c	Op..	S.	4400	.460	Bos...	Elec..
Junkers	2, 7	C,T,B,R	DI..	2-3.35x9.45c	165.9	55-1500	17.0	570-1500	995	87	17.3	235-600	950	2 cycle—2	pistons per	cyli	nder	CI..	5	6.30	14.23c	St...	....	12.01c	Op..	S.	4400	.440	Bos...	Elec..
Junkers	4, 1	C,T,B,R	DI..	3-3.35x9.45c	248.9	80-1500	17.0	570-1500	995	85	15.1	249-700	1210	2 cycle—2	pistons per	cyli	nder	CI..	5	6.30	14.23c	St...	....	12.01c	Op..	S.	4400	.440	Bos...	Elec..
Junkers	5, 4	C,T,B,R	DI..	4-3.35x9.45c	331.8	110-1500	17.0	570-1500	995	87	14.5	447-550	1600	2 cycle—2	pistons per	cyli	nder	CI..	5	6.30	14.23c	St...	....	12.01c	Op..	S.	4400	.440	Bos...	Elec..
Junkers	June 4	Aircraft	DI..	6-4.72x16.54c	1744.6	750-1700	17.0	.....	....	100	2.2	3400-1500	1650	2 cycle—2	pistons per	cyli	nder	Al	..	....	....	St...	....	....	Op..	S.	....	.350	Own	Air...
Junkers	June 5	Aircraft	DI..	6-4.14x12.60c	1015.0	545-2100	15.0		....	101	2.0	2310-1800	1090	2 cycle—2	pistons per	cyli	nder	Al	..	....	....	St...	....	....	Op..	S.			Own	Air...
Kamper	Diz	T,Tr,B,R	TC	4-4.72x6.69	.....	75-1300	17.0	570-1100	783	....	17.0	296-1300	1270	2.04-...	2.04-...	30	30	Al	4	6.76	7.05	CNS..	13.70	11.35	Clo.		1030	.460	Opt...	Opt...
Kamper	Dio	T,Tr,B,M,R	TC	4-3.94x5.45	....	55-1800	17.0	570-1100	783		15.8	166-1800	870	1.73-...	1.73-...	30	30	Al	4	5.23	4.63	CNS..	11.22	5.67	Clo.		1030	.460	Opt...	Opt...
Linke-Hofmann	17AR	Tr,M,R	TC	4-4.81x6.69	510.0	56-1100	14.5	470-1100	....	79	33.9	274-1000	1900	1.89-.51	1.89-.51	45	45	CI..	5	5.90	16.20	CNS..	14.96	15.00	Clo.	S.	2570	.420	Opt...	Opt...
Linke-Hofmann	B6	M,R	TC	6-5.70x8.27	1294.4	152-1300	15.0	512-1300	....	72	36.2	722-1300	5500	2.28-.63	2.28-.63	45	45	Al	5	6.85	10.35	CNS..	18.50	17.40	Clo.	S.	2570	.440	Opt...	Opt...
Linke-Hofmann	375U	M,R	TC	6-8.27x11.81	3620.0	380-1100	13.2	455-1100	....	76	27.2	1935-1150	10350	2.40-.71	2.40-.71	45	45	Al	5	8.85	28.00	CNS..	24.80	65.80	Clo.	S.	2570	.420	Own	Air...
Linke-Hofmann	D6	Marine	TC	6-8.66x11.02	3900.0	380-1000	14.7	455-1000		77	20.8	2166-1000	7925	2.40-.71	2.40-.71	45	45	Al	5	9.55	31.70	CNS..	22.05	53.50	Clo.	S.	4410	.400	Own	Air...
M. A. N.	D-0540	T,B	DI..	6-4.14x5.51	444.0	87-1800	15.0	455-1800	850	86	13.5	253-1200	1180	1.57-.39	1.57-.39	45	45	Al	4	6.10	3.88	S.....	10.80	7.70	Clo.	S.	1910	.460	Bos...	Opt...
M. A. N.	D-0530	T,B	DI..	6-4.14x5.12	412.0	75-1800	15.0	455-1800	850	80	15.1	216-1200	1135	1.57-.39	1.57-.39	45	45	Al	4	6.10	3.88	S.....	10.80	7.70	Clo.	S.	1910	.460	Bos...	Opt...
M. A. N.	D-2086	T,B,R	DI..	6-4.72x7.09	745.0	110-1400	14.0	425-1400	850	83	15.5	420-1000	1710	1.42-.47	1.42-.39	30	30	Al	4	7.87	6.31	S.....	14.17	12.42	Clo.	M	2500	.400	Bos...	Opt...
M. A. N.	D-4086	T,B,R	DI..	6-5.51x7.09	1014.0	150-1400	14.0	425-1400	850	84	14.7	578-1000	2200	1.65-.51	1.65-.39	30	30	Al	5	8.04	8.50	S.....	14.17	16.00	Clo.	M	2500	.400	Bos...	Opt...
ITALIAN																															
Fiat	350C	C,Tr,M,R,A	PC°	4-4.25x5.97	340.0	58-1800	15.0	426-1200	995	75	24.6	188-1000	1430	1.85-.45	1.57-.41	45	45	Al	6	6.50	3.86	S.....	12.50	9.05	Clo.	M	2500	.440	Own	Opt...
Fiat	355C	C,Tr,M,R,A	PC°	6-4.25x5.97	510.0	80-1700	15.0	426-1200	995	73	23.6	267-1200	1892	1.85-.45	1.57-.41	45	45	Al	6	6.50	3.86	S.....	12.50	9.05	Clo.	M	2500	.440	Own	Opt...
SWISS																															
Saurer	UD	T,Tr,B,M,R	TC	6-4.72x6.69	702.0	125-1600	16.0	498-1600	853	88	18.4	577-900	2295	1.97-.45	2.20-.45	60	60	Al	5	7.09	6.60	S.....	14.17	11.80	Clo.	S...	1250	.450	B-S...	Elec..
Saurer	XD	T,Tr,B,M,R	TC	6-5.12x7.09	873.0	150-1500	16.0	498-1500	853	91	16.8	577-900	2535	1.97-.45	2.20-.45	60	60	Al	5	8.27	7.26	S.....	14.17	13.21	Clo.	S...	1250	.450	B-S...	Elec..
Saurer	CRD	T,B	TC	4-4.13x5.12	274.0	60-2200	16.0	498-2000	854	79	.	152-1500		1.73-.38	1.73-.38	60	60	Al	5	5.51	3.74	S.....	10.60	5.74	Clo.	S...	1250	.460	B-S...	E-H..
Saurer	OD	T,Tr,B,M	TC	4-4.33x5.90	348.0	65-1800	16.0	498-1600	854	82	22.6	209-1100	1470	1.89-.33	1.89-.33	60	60	Al	5	7.21	5.50	S.....	13.38	9.92	Clo.	S...	1250	.470	B-S...	Hand.
Saurer	LD	T,Tr,B,M	TC	6-4.33x5.90	521.0	100-1800	16.0	498-1600	854	84	18.2	312-1200	1820	1.89-.33	1.89-.33	60	60	Al	5	7.21	5.50	S.....	13.38	9.92	Clo.	S...	1250	.470	B-S...	Elec..
S. L. M.	TV10††	C,T,Tr,B,M,R	DI..	6-3.94x5.12	374.4	78-1800	.....	498-1800	712	92	....	.....	.....	1.57-...	1.57-...	....	....	Al	6	5.00	3.53	CNS..	10.00	4.42	Op..	M	5150	.420	....	Elec..
S. L. M.	TV14††	Tr,M	DI..	6-5.51x7.09	998.0	180-1500	.....	498-1500	712	95	....	.....	.....	2.16-...	2.16-...	....	....	Al	6	7.27	10.37	CNS..	16.35	18.10	Op..	M	5150	.410	....	A-E...
S. L. M.	TV18††	M,R	DI..	6-7.09x8.66	2050.0	180-1000	.....	498-1000	720	70	....	.....	.....	2.16-...	2.16-...	....	....	Al	6	9.25	21.81	CNS..	18.90	20.70	Clo.	M	7350	.390	Own	Air...

ABBREVIATIONS:

°—Others also
†—Made with 1 and 2 cylinders
††—Also made with 2, 3, 4, 5, 7 and 8 cylinders.
*—Brake Hp. per cylinder
**—One valve at side
***—Also made with 3, 4, 5 and 8 cylinders

§—Also available in 1, 2, 3 and 4 cylinders with various bores and strokes
(a)—Deutz made in 1,2,3,4 and 8 cylinders, same bore and stroke
(b)—Deutz made in 2, 3, and 4 cylinders, same bore and stroke
c—Upper and lower piston combined

T—Trucks
Tr—Tractors
B—Buses
M—Marine
R—Railcars
a—In Aluminum Alloy
A—Air Chamber
A-E—Air or Electric
Al—Aluminum Alloy

Au—Automatic
Bos—Bosch
BN—Bunite Nickel Alloy
B-S—Bosch or Scintilla
CAV—C.A.V. Bosch
ChM—Chrome Molybdenum
CI—Cast Iron
Clo—Closed
CNS—Chrome Nickel Steel

CS—Carbon Steel
DI—Direct Injection
D-R—Delco Remy
Ecl—Eclipse
Elec—Electric
E-H—Electric or Hand
Gas—Gas Engine
Hid—Hiduminium

Hey—Heywood
L-N—Leece-Neville
M—Multiple
NS—Nickel Steel
Op—Open
Opt—Optional
PC—Precombustion Chamber
P-R—Paris-Rhoin

S—Single
Sil—Silicon Alloy
St—Steel
TC—Turbulence Chamber
V—Varies
Y—Y-Alloy (Aluminum)

AMERICAN STOCK STEERING GEARS

Make and Model	Designed For	Capacity: For Vehicle Gross Weight (Lbs.)	Capacity: For Maximum Weight on Front Wheels (Lbs.)	Type	Ratio	Outside Diameter: Steering Wheel (Ins.)	Outside Diameter: Wheel Shaft (Ins.)	Outside Diameter: Column Jacket (Ins.)	Steering Arm: Center to Center Length (Ins.)	Steering Arm: Maximum Angular Motion (Deg.)	Materials: Housing	Materials: Reduction Gear	Materials: Nut or Cam	Materials: Gear Shaft S.A.E. No.	Materials: Wheel Spider	Adjustable for Wear?	Bearings: Thrust: Type	Bearings: Thrust: Number	Bearings: Thrust: Make	Bearings: Thrust: Diameter (Ins.)	Bearings: Thrust: Length (Ins.)	Bearings: Gear Shaft: Type	Bearings: Gear Shaft: Number	Bearings: Gear Shaft: Make	Bearings: Gear Shaft: Diameter (Ins.)	Bearings: Gear Shaft: Length (Ins.)	Control Levers: Location	Control Levers: Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Gemmer 120	Cars	Var	Var	W&S	13°		¾	1½°	Opt	90	Mal		Spec	Spec		Yes	T-Rol	2	Opt	1¾	3/8	*P'ain	2	Own	1⅛	1½	AW	SL	Yes	14
Gemmer 140	Cars, T	Var	Var	W&S	15°		⅞	1½°	Opt	90	Mal		Spec	Spec		Yes	T-Rol	2	Opt	1 11/16	1/16	*Plain	2	Own	°1¼	1½	AW	SL	Yes	18
Gemmer 300	Cars	Var	Var	W&R	16.4		¾	1½°	Opt	88	Mal		Spec	4130		Yes	T-Rol		Opt	1¾	3/8	Plain	2	Own	1 1/16	1 3/16	None		Yes	16
Gemmer 330	C,T,B	Var	Var	W&R	18.4		⅞	1½°	Opt	90	Mal		Spec	4130		Yes	T-Rol	2	Opt	1 11/16	1/16	Plain	2	Own	1¼	1½	AW	SL	Yes	24
Gemmer 360	C,T,B, &Tr	Var	Var	W&R	17°		1	1¾°	Opt	90	Mal		Spec	4130		Yes	T-Rol	2	Opt	2 3/64	11/32	*Plain	2	Own	1⅜	1½	AW	SL	Yes	29
Gemmer 370	C,T,B,Tr	Var	Var	W&R	18.7		1	1¾°	Opt	90	Mal		Spec	4130		Yes	T-Rol		Opt	2⅝	5/16	Plain	2	Own	1⅜	1½	AW	SL	Yes	29
Lavine F	C,T	3000	1500	C&L	Var	Opt	¾	1⅜	Opt	80	Mal	Opt	X 1340	X 1340		Yes	Ball	2				Plain	2				Opt		Yes	Var
Lavine G	C,T,Tr	4000	2000	C&L	Var	Opt	⅞t	1½	Opt	80°	Mal	Opt	X 1340	X 1340		Yes	Ball	2				Plain	3				Opt		Yes	Var
Lavine H	C,T,Tr	5000	3000	C&L	Var	Opt	1 t	1¾	Opt	80°	Mal	Opt	X 1340	X 1340		Yes		2	Tim			Plain	3	Tim			Opt		Yes	Var
Lavine K	C,T,B,Tr	15000	7000	C&L	Var	Opt	1⅛t	2	Opt	80°	Mal	Opt	X 1340	X 1340		Yes		2	Tim			Plain	3				Opt		Yes	Var
Lavine L	C,T,B,Tr	40000	15000	C&L	Var	Opt	1 1/16	2¼	Opt	80°	Mal	Opt	X 1340	X 1340		Yes		2	Tim			Plain	3				Opt		Yes	Var
Lavine B	C,T,Tr,B	9000	3600	N&L	Var		1	1½°	Var	80	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			AW°	SL	Yes	32
Lavine C	C,T,Tr,B	1300	5200	N&L	Var		1	1¾°	Var	80	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			BW°	SL	Yes	39
Lavine X	C,T,Tr,B	16000	6400	N&L	Var		1	1½°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			AW°	SL	Yes	48
Lavine Y	C,T,Tr,B	20000	8000	N&L	Var		1⅛	1¾°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			BW°	SL	Yes	65
Lavine Z	C,T,Tr,B	40000	16000	N&L	Var		1⅛	1¾°	Var	80°	Mal	1315	1315	4140		Yes	Roller	2	Tim			Plain	2	Cleve			AW°	SL	Yes	82
Ross 140	Cars	Var	Var	C&L	Var	17	⅞	1⅜	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 180	Cars	Var	Var	C&L	Var	18	1	1½	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 215	Cars	Var	Var	C&L	Var	18	⅞	1½	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 220	C,T	Var	Var	C&L	Var	18	1	1½	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 260	C,T&B	Var	Var	C&L	Var	18	1	1¾	Opt	76						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 300	T&B	Var	Var	C&L	Var	18	1⅛	1¾	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 320	T&B	Var	Var	C&L	Var	22	1⅛	2¼	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 360	T&B	Var	Var	C&L	Var	22	1¼	2¼	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 540	C&T	Var	Var	Roller	Var	17	⅞	1⅜	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 580	C&T	Var	Var	Roller	Var	18	1	1½	Opt	72						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 615	C&T	Var	Var	Roller	Var	18	⅞	1½	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 620	C&T	Var	Var	Roller	Var	18	1	1½	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 660	C,T&B	Var	Var	Roller	Var	18	1	1½	Opt	76						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 700	T&B	Var	Var	Roller	Var	18	1	1¾	Opt	80						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 720	T&B	Var	Var	Roller	Var	22	1⅛	2¼	Opt	78						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Ross 760	T&B	Var	Var	Roller	Var	22	1¼	2¼	Opt	76						Yes	Ball	2	Own	Var	Var	Plain		Own	Var	Var	Opt	Opt	Yes	Var
Saginaw 34	C,T			W&R	17, 19		⅞	1½		90	Mal	X 1314		1340A				2	Tim			Plain	2		1¼	1½			Yes	26
Saginaw 35	Cars	4800	2250	W&R	19		1	1⅝	Opt	90	Mal	46 5A		46 5A		Yes		2	Tim°			Roller	2	Spec	1¼	1	Opt		Yes	30
Saginaw 31	T,B			W&S	24, 28	Opt	1⅛	2¼		90	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		2 3/16	2½	Opt		Yes	55
Saginaw 29	C,T,B			W&S	17, 20	Opt	1	1¾	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1½	1¾	Opt		Yes	40
Saginaw 27	C,T,B			W&S	17, 20	Opt	1	1¾	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1⅜	1½	Opt		Yes	36
Saginaw 25	C,T			W&S	17, 18	Opt	1	1½ 1¾	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1¼	1¼	Opt		Yes	25
Saginaw 24	C,T			W&S	17, 18	Opt	⅞	1½	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1⅛ 1¼	1¼	Opt		Yes	23
Saginaw 23	C,T			W&S	14, 16		⅞	1½	Opt	86	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1,1⅛	1⅛	Opt		Yes	19
Saginaw 36	Cars	5500	2500	W&R	20, 22	Opt	1	1⅝	Opt	75	Mal	4615A		4615A		Yes	T-Rol	2	Tim°			Roller	2	Spec	1¾	1			Yes	38
Saginaw 22	C,T			W&S	12, 14	Opt	¾ ⅞	1 3/16 1 1/16	Opt	90	Mal	X 1314		4615	Opt	Yes		2	Tim			Plain	2		1	1⅛	Opt		Yes	14
Saginaw 21	C,T			W&S	12, 14	Opt	⅝	1 1/16	Opt	90	Mal	X 1314		46 5	Opt	Yes		2	Tim			Plain	2		⅞	1	Opt		Yes	12
Saginaw 320	C,T	3400	1700	W&R	16	Opt	¾	1 5/16	Opt	90	Mal	X 1314		1340A		Yes	T-Rol	2	Tim°			Plain	2		1	1⅜			Yes	19
Saginaw 370	C,T	6500	3000	W&R	20		1	1⅝	Opt	90	Mal	4615A		4615A		Yes	T-Rol	2	Tim°			Roller	2		1½	1½			Yes	47
Saylor-Beall 239H	C	1200		W&W	6¾, 9½		11/16	1 1/32		360	Al	2315	2315	1020		Yes	Pl in	3				Plain	2				None		Yes	9

ABBREVIATIONS:

°—Others Also
*—Also Flexible Rollers (full length of shaft)
Al—Aluminum
AW—Above Wheel
B—Buses
B&P—Ball and Plain
BW—Below Wheel
C—Cars
Car—Carbon Steel
ChN—Chrome Nickel
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Mal—Malleable
N-D—New Departure
N&L—Nut and Lever
Opt—Optional
RL—Ratchet Levers
RT—Radial and Thrust
S&N—Screw and Nut
SL—Short Levers
Spec—Special Steel
SS—Semi Steel
t—Tube
T—Trucks
T-Rol—Taper Roller
Tim—Timken
Tr—Tractors
Var—Varies
W&D—Worm and Disk
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

Census of Numbered Motor Boats*

Port	1931	1932	1933
Baltimore, Md.	15,588	15,888	16,925
Boston, Mass.	13,346	13,402	13,654
Bridgeport, Conn.	6,401	6,486	7,264
Buffalo, N. Y.	1,148	1,186	2,093
Charleston, S. C.	1,233	1,272	1,526
Chicago, Ill.	6,995	7,183	8,114
Cleveland, Ohio	5,412	5,522	6,706
Des Moines, Iowa	3,051	3,127	3,295
Detroit, Mich.	10,779	11,834	12,947
Duluth, Minn.	1,055	1,055	833
Galveston, Texas	2,611	2,691	3,375
Great Falls, Mon.	17	19	22
Honolulu, Hawaii	894	938	1,220
Indianapolis, Ind.	1,557	1,652	1,745
Juneau, Alaska	3,826	3,947	4,007
Los Angeles, Calif.	3,674	3,878	3,980
Louisville, Ky.	2,290	2,275	2,290
Memphis, Tenn.	4,240	3,539	3,830
Milwaukee, Wis.	2,232	2,272	2,476
Minneapolis, Minn.	748	759	755
Mobile, Alabama	3,690	3,853	4,168
New Orleans, La.	14,020	14,769	15,657
New York, N. Y.	35,403	35,379	40,289
Norfolk, Va.	14,318	14,896	15,513
Ogdensburg, N. Y.	3,596	3,252	4,705
Omaha, Neb.	362	368	634
Pembina, N. D.	22	28	40
Philadelphia, Pa.	15,685	15,820	16,808
Pittsburgh, Pa.	586	754	907
Port Arthur, Texas	1,511	1,610	1,783
Portland, Maine	13,374	13,664	14,237
Portland, Oregon	7,622	7,907	8,368
Providence, R. I.	3,040	3,038	3,124
Rochester, N. Y.	3,558	3,695	4,454
St. Albans, Vt.	615	486	859
St. Louis, Mo.	7,171	7,400	8,457
San Antonio, Texas	819	928	1,063
San Diego, Calif	304	370	450
San Francisco, Calif.	5,729	5,626	6,049
San Juan, Puerto Rico	226	238	238
Savannah, Georgia	1,396	1,399	1,401
Seattle, Wash.	7,913	8,219	10,481
Tampa, Fla.	22,290	23,240	25,229
Wilmington, N. C.	8,184	7,735	9,067
	258,531	263,599	291,018

*Bureau of Navigation—Dept. of Com.

BRITISH PASSENGER CARS

CAR MAKE	Model	ENGINE: Number of Cylinders Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio — to 1	Cylinder Arrangement	No. of Main Bearings	Valve Location	Cylinders and Crankcase	Piston Material	Camshaft Drive	Wheelbase (Ins.)	Tread—Rear (Ins.)	Tires (Ins.)	Cooling System	Oil Pressure to	FUEL SYSTEM: Carbureter Make	Fuel Feed	Ignition Current Source	Clutch Type	GEARSET: Location	No. of Forward Speeds	Synchronizing Clutches	REAR AXLE: Final Drive	Gear Ratio (to 1)	Torque taken by	Independent Wheel Suspension	Brakes: Service Brake Application	Servo Unit Fitted	Chassis Weight (Lbs.)
Alvis	Firefly 12	4-2.72x3.94	48-4000	91.0	5.90	I.	3	I.	Sep.	Als.	Cha.	118	52	5.00/20	Th.	ab.	SU.	Pu.	Bat.		Sep.	4§	N	SB.	5.22	sp.	No.	Mec.	N	1988
Alvis	Firefly 16	6-2.66x3.94	64-4000	131.0	5.90	I.	4	I.	Sep.	Als.	Cha.	118	52	5.00/20	Th.	ab.	Sol.	Pu.	Bat.	SP.	Sep.	4	Y	SB.	5.22	sp.	No.	Mec.	N	2128
Alvis	Speed 20	6-2.87x3.94	95-4000	153.0	6.50	I.	4	I.	Sep.	Als.	Cha.	123	56	5.50/19	Pu.	ab.	SU.	Pu.	MB.	SP.	Sep.	4	Y	SB.	4.55	sp.	Fw.	Mec.	N	2520
Alvis	Crested Eagle	6-2.87x3.94	68-4000	153.0	5.55	I.	4	I.	Sep.	Als.	Cha.	123°	56	6.00/19	Pu.	ab.	SU.	Pu.	MB.		Sep.	4§	N	SB.	5.22	sp.	Fw.	Mec.	N	2576
Armstrong Siddeley	12 H. P.	6-2.22x3.75		87.5	5.50	I.	4	L.	Int.	Al.	Cha.	105	50	4.75/18	Pu.	abce.	C-H.	Pu.	Bat.		Sep.	4§		SB.	5.56	tt.	No.	Mec.	N	
Armstrong Siddeley	15 H. P	6-2.50x4.50		132.3	5.25	I.	4	L.	Int.	Al.	Cha.	115	56	5.25/19	Pu.	abce.	C-H.	Pu.	Bat.		Sep.	4§		SB.	5.50	tt.	No.	Mec.	N	
Armstrong Siddeley	20 H. P.	6-2.87x5.00		194.7	5.25	I.	4	I.	Int.	Al.	Cha.	122	58	5.50/19	Pu.	abce.	C-H.	Pu.	Bat.		Sep.	4§		SB.	4.36	tt.	No.	Mec.	N	
Armstrong Siddeley	Six	6-3.50x5.25		303.0	5.30	I.	7	I.	Sep.	Al.	Hel.	132	58	6.50/19	Pu.	abce.	C-H.	Pu.	Bat.		Sep.	4§	N	SB.	3.64	tt.	No.	Mec.	N	
Aston Martin	12/50 Std.	4-2.71x3.89	55-4500	91.0	6.00	I.	3	I.	Sep.	Al.	Cha.	120		4.50/21	TP.	abce.	SU.	Pu.	M	SP.	En.	4	N	SB.	5.11	sp.	No.	Mec.		2072
Aston Martin	12/70 Le M's.	4-2.71x3.89	70-4750	91.0	7.50	I.	3	I.	Sep.	Al.	Cha.	102°		5.25/18	TP.	abce.	SU.	Pu.	M	SP.	En.	4	N	SB.	4.66	sp.	No.	Mec.	N	1960
Austin	Seven	4-2.20x2.99	12-3200	45.6	5.64	I.	2	L.	Sep.	Al.	Hel.	81	40	3.50/19	Th.	abce	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.25	tt.	No.	Mec.		
Austin	Ten-Four	4-2.50x3.50	21-3200	68.5	5.50	I.	3	L.	Int.	Al.	Cha.	93	45	4.50/18	Th.	abcde	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.25	sp.	No.	Mec.	N	
Austin	Light Twelve	4-2.73x4.00	26-3200	93.6	5.47	I.	3	L.	Int.	Al.	Cha.	106	50	4.75/19	Th.	abcde	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.00	sp.	No.	Mec.	N	
Austin	Light Twelve	6-2.41x3.33	31-3400	91.3	5.79°	I.	4	L.	Int.	Al.	Cha.	106	50	4.75/19	Th.	abcde	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.50	sp.	No.	Mec.	N	
Austin	Twelve	4-2.83x4.50	30-3000	113.5	4.95	I.	5	L.	Sep.	Al.	Cha.	112	56	5.00/20	Pu.	abcde	Zen.	Pu.	M	SP.	En.	4	Y	SB.	5.00	sp.	No.	Mec.	N	
Austin	Sixteen	6-2.58°x4.37°	39°-3200	137.2°	5.30	I.	4°	L.	Int.	Al.	Cha.	112°	56	5.00/20	TP.	abce.	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.10	sp.	No.	Mec.	N	
Austin	Twenty	6-3.13x4.50	58-3000	207.5	5.45°	I.	8	L.	Int.	Al.	Hel.	136°	56	6.00/18°	Pu.	abcde	Zen.	Va.	Bat.	SP.	En.	4	Y	SB.	4.67°	sp.	No.	Mec.	N	
Bentley	3½ Litre	6-3.25x4.50		224.0	6.62	I.	7	I.	Sep.	Al.	Hel.	126	56	5.50/18	Pu.	ab.	SU.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.10	sp.	No.	Mec.	Y	2300
Crossley	2 Litre	6-2.56x3.94	60-4200	120.0	6.50	I.	4	I.	Int.	Al.	Cha.	122		5.25/20	Pu.	abe	Sol.	Va.	M	SP.	En.	4	N	SB.	4.55	tt.	No.	Mec.	N	
Crossley	20.9 Golden	6-2.95x4.72	61-3050	195.2	6.00	I.	4	I.	Sep.	Al.	Cha.	123		5.25/30	Pu.	abe	Str.	Va.	M	SP.	En.	4	N	SB.	5.00	tt.	No.	Mec.	N	
Crossley	15.7 Silver	6-2.56x3.94	42-3500	121.5	6.00	I.	4	I.	Int.	Al.	Cha.	123		4.75/30	Pu.	ab.	Str.	Va.	M	SP.	En.	4	N	SB.	5.00	tt.	No.	Mec.	N	
Daimler	15 H. P	6-2.50x3.75	48-3600	110.5	6.00	I.	4	I.	Int.	Al.	Cha.	109	51	4.75/19	Pu.	abce.	SU.	Pu.	Bat.	FF.	En.	4	N	Wo.	5.14	sp.	No.	Hyd.	Y	1760
Daimler	20 H. P.	6-2.83x4.33	59-3200	164.0	5.50	I.	7	I.	Int.	Al.	Cha.	124	56	6.00/19	Pu.	abce.	SU.	Pu.	Bat.	FF.	Sep.	4	N	Wo.	4.86	sp.	No.	Hyd.	Y	2580
Frazer Nash		6-2.24x3.85	75-4500	91.5	8.00	I.	5	I.	Sep.	Al.	Cha.	108	42	4.40/27	Pu.	abce.	SU°.	Ps.	Bat.	SP.	Sep.		N	SB.	3.50	ta.	No.	Mec.	N	1450
Frazer Nash		4-2.71x3.94	65-4500	91.0	7.50	I.	3	I.	Sep.	Al.	Hel.	102°	42	4.40/27	Pu.	abce.	SU°.	Ps.	M	SP.	Sep.		N	SB.	3.50	ta.	Y	Mec.	N	1350
Humber	Twelve	4-2.74x4.33	42-3700	101.8	5.70	I.	3	L.	Int.	Als.	Cha.	98	51	5.00/18	Pu.	abcde	Str.	Pu.	Bat.	SP.	En.	4	N	SB.	5.33	sp.	No.	Mec.	N	1764
Humber	16/60	6-2.66x4.16	54-3600	139.0	6.10	I.	7	L.	Int.	Als.	Cha.	124	57	6.00/18	Pu.	abcde	Str.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.78	sp.	No.	Mec.	N	2765
Humber	Snipe 80	6-3.15x4.56	76-3500	213.0	6.00	I.	7	L.	Sep.	Als.	Cha.	124	57	6.50/17	Pu.	abcde	Str.	Pu.	Bat.	SP.	En.	4	Y	SB.		sp.	No.	Mec.	N	2786
Humber	Pullman	6-3.15x4.56	76-3500	213.0	6.00	I.	7	L.	Sep.	Als.	Cha.	132	57	7.00/18	Pu.	abcde	Str.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.00	sp.	No.	Mec.	N	2856
Invicta	Std. 4½ Litre	6-3.46x4.75	110-3250	272.5	6.00	I.	4	I.	Sep.	Al	Cha.	126	56	6.00/31	Pu.	abe.	SU.	Va°.	MB.	SP.	En.	4	N	SB.	3.90	sp.	No.	Mec.	N	2800
Invicta	Sports	6-3.46x4.75	110-3250	272.5	6.00	I.	4	I.	Sep.	Al	Cha.	118	56	6.00/31	Pu.	abe.	SU.	Pu°.	MB.	SP.	En.	4	N	SB.	3.60	sp.	No.	Mec.	N	2688
Jowett	7 H. P.	2-2.95x4.00	17.5-3500	55.3	4.70	I.	2	L.	Sep.	Al	Cha.	102°	45	4.50/19	Th.	ab.	Zen.	Pu.	M.	SP.	En.	4	N	SB.	5.37	tt.	No.	Mec.	N	980°
Lanchester	10 H. P.	4-2.50x3.75	32-3600	73.6	6.00	I.	3	I.	Int.	Al	Cha.	103	48	5.00/18	Th.	abce	SU.	Pu.	Bat	FF.	En.	4	N	Wo.	5.43	sp.	No.	Hyd	N	1570
Lanchester	18 H. P.	6-2.73x4.33	55-3200	152.8	5.50	I.	7	I.	Int.	Al	Cha.	115	52	5.25/18	Pu.	abcd.	SU.	Pu.	Bat.	FF.	Sep.	4	N	Wo.	4.86	sp.	No.	Hyd.	Y	2580
Lea-Francis	2 Litre	6-2.56x3.94	54-4000	121.5	5.72	I.	4	I.	Int.	Als.	Cha.	111	50	5.00/19	Pu.	abe	Str.	Pu.	M	SP.	En.	4		SB.	4.70	sp.		Mec.		1792
Lea-Francis	16-70 A. S.	6-2.56x3.94	54-4000	121.5	5.72	I.	4	I.	Int.	Als.	Cha.	114	50	5.00/19	Pu.	abe	Str.	Pu.	M	SP.	En.	4		SB.	4.70	sp.		Mec.		1848
Lea Francis†	Type S	4-2.71x3.94	79-4500	91.0	4.70	I.	3	I.	Sep.	Al	Hel.	111	50	4.75/19	Pu.	abe	Cos.	Ps.	M	SP.	En.	4		SB.	3.91	sp.		Mec.		1708
Lea-Francis	12-40P Mead.-4ED.	4-2.71x3.94	38-4000	91.0	5.20	I.	3	I.	Sep.	Al	Hel.	111	50	4.75/19°	Th.	abe	Sol.	Va.	M	SP.	En.	4		SB.	5.10	sp.		Mec.		1624
Marendaz	13 H. P.	6-2.32x4.58	70-4500	114.0	6.50	I.	4	L.	Sep.	Al.	Cha.	117	50	4.50/19	Pu.	abc.	SU.	Pu.	Bat.	SP.	Sep.	4	N	SB.	4.00	tt.	No.	Hyd.	N	1800
Marendaz	17 H. P.	6-2.67x4.58	97-4500	149.2	6.50	I.	4	L.	Sep.	Al.	Cha.	117	50	4.50/19	Pu.	abc	SU.	Pu.	Bat.	SP.	Sep.	4	N	SB.	4.00	tt.	No.	Hyd.	N	1800
Marendaz†		6-2.32x4.58	85-4500	114.0	5.50	I.	4	L.	Sep.	Al.	Cha.	117	50	4.50/19	Pu.	abc	SU.	Pu.	Bat.	SP.	Sep.	4	N	SB.	4.00	tt.	No.	Hyd.	N	1900
M-G	Magnette K3	6-2.24x2.80		66.2	6.40	I.	4	I.	Int.	Al	BS.	94	48	4.75/19	Pu.	abce.	SU.	Pu.	M.			4§	N	B.	4.88	sp.	No.	Mec.	N	1540
M-G	Midget J2	4-2.24x3.27		51.7	6.20	I.	2	I.	Int.	Al	BS.	86	42	4.00/19	Th.	abce.	SU.	Pu.	Bat.	SP.	En.	4	N	SB.	5.37	sp.	No.	Mec.	N	1120
M-G	Midget J4	4-2.24x2.87		45.5	5.65	I.	2	I.	Int.	Al	BS.	86	42	4.50/19	Pu.	abce.	SU.	Pu.	Bat.	DP.	En.	4	N	SB.	5.37	sp.	No.	Mec.	N	1204
M-G	Magna L. 1, L. 2	6-2.24x2.80		66.2	6.20	I.	4	I.	Int.	Al	BS.	94	42	4.50/19	Pu.	abce.	SU.	Pu.	Bat.	DP.	En.	4	N	SB.	5.37	sp.	No.	Mec.	N	1400
M-G	Magnette K1, K2	6-2.24x3.31		78.4	6.40	I.	4	I.	Int.	Al	BS.	108	48	4.75/19	Pu.	abce.	SU.	Pu.	Bat.	SD.	En.	4§	N	SB.	5.78	sp.	No.	Mec.	N	1568°
Morris	Minor	4-2.24x3.27	19-4200	51.6	4.90	I.	2	L.	Int.	Al.	Cha.	78°	41	4.00/18	Th.	ac.	SU.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.37	sp.	No.	Hyd.	N	926°
Morris	Ten 4	4-2.50x4.01	28-3500	78.8	5.70	I.	3	L.	Int.	Al.	Cha.	96	48	4.50/19	Th.	ac.	SU.	Pu.	Bat.	SO.	En.	4	Y	SB.	5.22	sp.	No.	Hyd.	N	1496
Morris	Ten 6	6-2.24x3.54	31-4200	84.0	5.80	I.	4	L.	Int.	Al.	Cha.	101	48	4.50/19	Th.	ac.	SU.	Pu.	Bat.	SO.	En.	4	Y	SB.	5.55	sp.	No.	Hyd.	N	1586
Morris	Cowley 4	4-2.73x4.01	34-3800	94.3	5.65	I.	3	L.	Int.	Al.	Cha.	102	48	5.00/19	Th.	ac.	SU.	Pu.	Bat.	SO.		4	Y	SB.	5.27	sp.	No.	Hyd.	N	1624
Morris	Cowley 6	6-2.50x4.01	36-3400	118.0	5.70	I.	4	L.	Int.	Al.	Cha.	106	52	5.00/19	Pu.	ac.	SU.	Pu.	Bat.	SO.	En.	4	Y	SB.	5.27	sp.	No.	Hyd.	N	1790
Morris	Oxford	6-2.57x4.01	44-3600	125.8	5.65	I.	4	L.	Int.	Al.	Cha.	115	56	5.25/18	Imp.	abc	SU.	Pu.	Bat.	SO.	En.	4	Y	SB.	5.27	sp.	No.	Hyd.	N	2150
Morris	Isis	6-2.72x4.33	50-3200	150.5	5.50	I.	4	I.	Int.	Al.	Cha.	120	56	5.50/19	Pu.	abc	SU.	Pu.	Bat.	SO.	En.	4	Y	SB.	4.90	sp.	No.	Hyd.	N	
Morris	25	6-3.23x4.33	74-3400	212.0	5.50	I.	4	L.	Int.	Al.	Cha.	120	56	6.00/19	Imp.	abc	SU.	Va.	Bat.	SO.	En.	4	Y	SB.	4.45	sp.	No.	Hyd.	N	
Railton Terraplane	8	8-2.95x4.49	94-3600	245.0	5.80	I.	5	L.	Int.	Al.	Cha.	113	56	6.00/1[illegible]	Pu.	a	Car.	Pu.	Bat.	SO.	En.	3	N	SB.	4.11	sp.	No.	Mec.	N	1848
Riley	14 HP	6-2.37x3.74	46-4500	99.6	5.80	I.	3	I.	Int.	Al	Hel.	120	56	5.00/20	Pu.	abc	SU°.	Va.	Bat.	SP.	En.	4	N	SB.	5.75	tt.	No.	Mec.	N	1960
Riley	9 HP	4-2.37x3.74	27-4000	66.5	5.80	I.	2	I.	Int.	Al	Hel.	106	48	4.50/19	Th.	abc	Zen°.	Va°.	Bat.	SP.	En.	4	N	SB.	5.50	tt.	No.	Mec.	N	1512
Riley	12 HP	6-2.24x3.74	44-4500	89.0	5.80	I.	3	I.	Int.	Al	Hel.	103	48	4.75/19	Pu.	abc	Sol°.	Pu°.	Bat.	SP.	En.	4	N	SB.	5.50	tt.	No.	Mec.	N	1792
Rolls-Royce	20-25 HP	6-3.25x4.50		224.0	5.70	I.	7	I.	Int.	Al	Hel.	132	56	6.00/19	Pu.	ab.	Own.	Va.	Bat.	SP.		4	Y	SB.	4.55	sp.		Mec.	Y	2800
Rolls-Royce	40-50 HP	6-4.25x5.50		301.0	5.25	I.	7	I.	Sep.	Al	Hel.	150°	58	7.00/19	Pu.	ab.	Own.	Va.	MB.	SP.	En.	4	Y	Hy.	3.73	sp.	No.	Mec.	Y	3864°
Rover	10 HP	4-2.62x3.94	44-4200	54.6	6.00	I.	3	I.	Int.	Als.	Cha.	105	51	4.50/18	Pu.	abce.	SU.	Pu.	Bat.	SP.	En.	4	N	SB.	4.88	sp.	No.	Mec.	N	
Rover	12 HP	4-2.72x3.94	48-4200	91.2	5.80	I.	3	I.	Int.	Als.	Cha.	105	51	4.75/18	Pu.	abce.	SU.	Pu.	Bat.	SP.	En.	4	N	SB.	4.88	sp.	No.	Mec.	N	
Rover	14 HP	6-2.40x3.54	48-4600	96.0	5.90	I.	4	I.	Int.	Als.	Cha.	112	51	4.75/18	Pu.	abce.	SU.	Pu.	Bat.	SP.	En.	4	N	SB.	5.22	sp.	No.	Hyd.	N	
Rover	Speed 14	6-2.40x3.54	54-4800	96.0	5.90	I.	4	I.	Int.	Als.	Cha.	112	51	4.75/18	Pu.	abce.	SU.	Pu.	Bat.	SP.	En.	4	N	SB.	4.88	sp.	No.	Hyd.	N	
Singer	2 Litre	6-2.56x3.94	49-3800	121.0	6.20	I.	4	I.	Int.	Al.	Cha.	111	56	5.25/18	Th.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	5.22	sp.	No.	Hyd.		
Singer	Twelve	4-2.74x3.74	32-3600	87.8	6.00	I.	3	L.	Int.	Al.	Cha.	108	52	4.75/19	Th.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	5.66	sp.	No.	Hyd.		
Singer	Silent Six	6-2.74x3.74	49-4000	131.8	6.00	I.	7	I.	Int.	Al.	Cha.	121	56	5.50/18	Th.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	5.11	sp.	No.	Mec.	Y	
Singer	1½ Litre	6-2.32x3.58	46-4500	91.0	6.50	I.	4	I.	Int.	Al.	Cha.	108	52	5.25/18	Th.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	5.66	sp.	No.	Hyd.		
Singer	Nine	4-2.36x3.39	26-4000	59.3	5.80	I.	2	I.	Int.	Al.	Cha.	92	45	4.50/18	Th.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	5.57	sp.	No.	Hyd.		
Singer	Nine Sports	4-2.36x3.39	3[illegible]-4800	59.3	6.40	I.	2	I.	Int.	Al.	Cha.	92	45	4.50/18	Th.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	5.57	sp.	No.	Hyd.		
Singer	Fourteen	6-2.36x3.39	37-4000	98.0	6.00	I.	4	I.	Int.	Al.	Cha.	108	52	5.00/18	Th.	abce.	Sol.	Pu.	Bat	SP.	En.	4	N	SB.	5.66	sp.	No.	Hyd.		
Standard	Nine	4-2.37x3.62	25-3800	64.2	5.40	I.	2	L.	Int.	Al.	Cha.	87	46	4.50/18	Th.	abc	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.57	sp.	No.	Mec.	N	1232
Standard	Ten	4-2.50x4.17	32-3600	82.0	5.50	I.	3	L.	Int.	Al.	Cha.	94	46	4.50/18	Pu.	abc	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.43	sp.	No.	Mec.	N	1484
Standard	Twelve	4-2.73x4.17	38-3600	98.0	5.50	I.	3	L.	Int.	Al.	Cha.	102	52	4.75/18	Pu.	abc	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.50	sp.	No.	Mec.	N	1792
Standard	Twelve-Six	6-2.37x3.44	36-3600	91.0	5.50	I.	4	L.	Int.	Al.	Cha.	102	52	4.75/18	Th.	abcd.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.50	sp.	No.	Mec.	N	1792
Standard	Sixteen	6-2.58x4.17	48-3800	130.7	5.50	I.	7	L.	Int.	Al.	Cha.	110	56	5.25/18	Pu.	abcd.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.25	sp.	No.	Mec.	N	2072
Standard	Twenty	6-2.87x4.17	60-3600	162.5	5.50	I.	7	L.	Int.	Al.	Cha.	117	57	5.50/18	Pu.	abcd.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.89	sp.	No.	Mec.	N	2408
Sunbeam	Dawn	4-2.83x3.93		99.3		I.	3	I.	Int.	Co.	Cha.	110	52	4.75/18	Pu.	abc	Zen.	Pu.	Bat.		En.	4		SB.	5.77	sp.	Y	Hyd.	N	2128
Sunbeam	Twenty	6-2.75x3.74		133.8		I.	4	I.	Int.	Co.	Hel.	120	56	5.25/20	Pu.	abc	Am.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.66	tt.	No.	Hyd.	N	2744
Sunbeam	Twenty Five	6-3.15x4.33		202.4		I.	7	I.	Int.	Co.	Hel.	130	58	6.50/18	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.90	sp.	No.	Hyd.	N	3360
Sunbeam	Speed	6-2.95x4.33		177.9		I.	4	I.	Int.	Co.	Cha.	120	56	5.25/20	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	4.90	tt.	No.	Hyd.	N	2688
Vauxhall	Big 6 20 HP	6-2.87x3.75	51-3300	146.0	5.60		4	I.	Int.	Al	Cha.	111	56	5.50/17	Pu.	abcde	Zen.	Pu.		SP.	En.	4	Y	SB.	5.10	sp.	No.	Mec.	N	2240
Vauxhall	Big 6 27 HP	6-3.31x3.75	61-2800	194.0	5.60		4	I.	Int.	CI.	Cha.	111	56	5.50/17	Pu.	abce.	Zen.	Pu.		SP.	En.	4	Y	SB.	4.10	sp.	No.	Mec.	N	
Vauxhall	Light 6	6-2.24x3.94	36-4000	93.4	5.50	I.	4	I.	Int.	Al	Cha.	101	50	4.75/17	Pu.	abcde	Zen.	Pu.	Bat	SP.	En.	4§	Y	SB.	4.77	sp.	No.	Mec.	N	1568
Vauxhall	Light 6 14 HP	6-2.42x3.94	42-3500	108.8	5.50	I.	4	I.	Int.	Al	Cha.	101	50	4.75/17	Pu.	abcde	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.77	sp.	No.	Mec.	N	
Wolseley	9 HP	4-2.36x3.54	30-4000	61.9	6.25	I.	3	I.	Int.	Al	Cha.	90	45	4.50/18	Th.	abce.	SU.	Ps.	Bat.	SP.	En.	4	Y	SB.	5.37	sp.	No.	Hyd.	N	1120
Wolseley	16 HP	6-2.56x3.97	50-4000	123.5	5.20	I.	7	I.	Int.	Als.	Cha.	110	52	5.25/18	Pu.	abce.	SU.	Ps.	Bat.	SP.	En.	4	Y	SB.	5.10	sp.	No.	Hyd.	N	2240
Wolseley	Hornet	6-2.24x3.26	40-4500	77.5	6.00	I.	4	I.	Int.	Al	Cha.	95	45	4.75/18	Pu.	abce.	SU.	Ps.	Bat.	SP.	En.	4	Y	SB.	4.87	sp.	No.	Hyd.	N	1232
Wolseley	Hornet	6-2.24x3.26	35-4500	77.5	5.70	I.	4	I.	Int.	Al	Cha.	90	45	4.75/18	Pu.	abce.	SU.	Ps.	Bat.	SP.	En.	4	Y	SB.	4.89	sp.		Hyd.	N	1344
Wolseley	21-60 HP	6-2.95x3.97	60-3200	163.0	5.20	I.	7	I.	Int.	Als.	Cha.	117	56	5.50/18	Pu.	abce.	SU.	Ps.	Bat.	SP.	En.	4	Y	SB.	4.82	sp.		Hyd.	N	2464

For abbreviations see page 257

CONTINENTAL PASSENGER CARS

CAR MAKE	Model	ENGINE: Number of Cylinders Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio — to 1	Cylinder Arrangement	No. of Main Bearings	Valve Location	Cylinders and Crankcase	Piston Material	Camshaft Drive	Wheelbase (Ins.)	Tread—Rear (Ins.)	Tires (Ins.)	Cooling System	Oil Pressure to	FUEL SYSTEM: Carburetor Make	Fuel Feed	Ignition Current Source	Clutch Type	GEARSET: Location	No. of Forward Speeds	Synchronizing Clutches	REAR AXLE: Final Drive	Gear Ratio (— 1)	Torque taken by	Independent Wheel Suspension	Brakes: Service Brake Application	Servo Unit Fitted	Chassis Weight (Lbs.)
AUSTRIAN																														
Austro Daimler	ADR 8	8-3.15x4.53	100-3000	282.0	6.00	I.	9	I.	Sep.	Al.	Cha.	147	58	6.20/32	Pu.	ac.	Str.	Pu.	MB.	SP.	En.	4	Y	SB.	5.35	tt.	Y	Hyd.	Y	3285
Austro Daimler	Bergmeister	6-3.23x4.53	120-3600	220.0	7.25	I.	3	I.	Sep.	Al.	BG	132	56	6.50/20	Pu.	ac.	Zen.	Pu.	MB.	SP.	En.	4	N	SB.	4.58	tt.	Y	Mec.	Y	2844
Steyr	430	6-2.75x3.54	45-3000	126.5	5.75	I.		I.	Sep.	Al.	SG.	117	54	5.25/18	Pu.	ac.	Pal.	Gr.	Bat.	DP.	En.	4	Y	SB.	4.70		Y	Hyd.	N	1698
Steyr	100	4-2.75x3.54	30-3000	84.3	5.75	I.	5	L.	Int.	Al.	SG.	102	49	5.25/16	Th.	ac.		Gr.	Bat.	SP.	En.	4	Y	SB.	4.33		Y	Hyd.	N	1213
BELGIAN																														
F.N.	42	4-3.15x3.94	45-3500	122.0	5.75	I.	3	L.	Int.	Al.	Hel.	106	50	5.9/15.75	Th.	abe.	Sol.	Va°.	Bat.	SP.	En.	3	N	SB.	4.44	sp.	No.	Mec.	N	1870
F.N.	8-34	8-2.83x3.94	70-3600	198.3	5.60	I.	5	L.	Int.	Al.	Hel.	119	58	6.00/30	Pu.	abe	Sol.	Pu°.	Bat.	SP.	En.	4	Y	SB.	4.88	sp.	No.	Mec.	N	2750
Imperia	N4	4-2.60x3.15	25-	67.0	5.30	I.			Sep.	Al.	SG.	108	52	5.12/17.72	Th.		Sol.	Gr.	Bat.	M D	En.	3	Y		5.72	sp.	No.		N	1490
Imperia	N6	6-2.72x3.15	45-	110.0		I.			Sep.	Al.	Cha.	117	52	5.51/17.72	Pu.		Zen.	Gr.	Bat.	M D	En.	3	Y		5.13	sp.	No.		N	1710
Minerva	M4	4-2.95x4.41	50-4000	122.0	5.55	I.	3	S.	Sep.	Al.	Cha.	106	55	6.00/16	Pu.	abe.	Zen.	Pu.	Bat.	SP.	En.	3	Y	SP.	4.0	sp.	No.	Mec.	N	1913
Minerva	17CV	6-2.95x4.41	65-3500	183.0	5.55	I.	7	S.	Sep.	Als.	Cha.	123	59	5.90/15.75	Pu.	abe.	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.10	sp.	No.	Mec.	Y	2778
Minerva	25CV	8-2.95x4.41	90-3200	244.0	5.80	I.	9	S.	Sep.	Als.	Cha.	138	59	6.50/32	Pu.	abe.	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	4.8	sp.	No.	Mec.	Y	3373
CZECHO-SLOVAKIAN																														
Praga	P203	4-2.36x3.46	21-3200	61.0	5.84	I.	2	L.	Sep.	Als.	Hel.	98	47	5.25/16	Th.	abce.	Zen.	Gr.	Bat.	SP.	En.	3	Y	SB.	5.78	sp.	No.	Mec.	N	1375
Praga	P1½	4-2.76x3.70		88.3	5.13	I.	3	L.	Sep.	Als.	Hel.	106	50	5.75/16	Pu.	abce.	Zen.	Gr.	Bat.	SP.	En.	3	Y	SB.	5.12	sp.	No.	Mec.	N	1530
Praga	G	8-3.15x4.33	85-3200	270.0	5.16	I.	5	L.	Sep.	Als.	Hel.	142	56	6.50/20	Pu.	abce.	Zen.	Pu.	Bat.	SP.	En.	4	N	Hy.	4.82	tt.	Y	Mec.	Y	3450
Praga	A21	6-2.56x3.54	36-3300	109.5	5.40	I.	4	L.	Sep.	Als.	Hel.	118	51	5.50/18	Th.	abce.	Zen.	Gr.	Bat.	SP.	En.	4	N	SB.	5.63	tt.	Y	Mec.	Y	2020
Praga	LN	4-2.76x3.70	30-3000	88.5	5.43	I.	3	L.	Sep.	Als.	Hel.	118	52	6.50/18	Th.	abce.	Zen.	Gr.	Bat.	SP.	En.	3	N	SB.	7.12	sp.	No.	Mec.	N	2020
Praga	AN6	6-2.95x3.70	40-2300	154.0	5.18	I.	4	L.	Sep.	Als.	Hel.	138	54	6.50/20	Pu.	abce.	Zen.	Gr.	Bat.	SP.	En.	4	N	SB-t	7.46	tt.	Y	Mec.	N	3170
Praga	L	4-3.54x5.90	45-1600	233.0	5.00	I.	3	L.	Sep.	Cl.	Hel.	142	59	14.2/23.6	Pu.	abce.	Zen.	Va.	M	Md.	Sep.	4	N	SB-t	6.85	tt.	Y	Mec.	N	5200
Praga	N	4-4.33x6.30	60-1300	370.0	4.65	I.	3	L.	Sep.	Cl.	Hel.	161	67	15.75/31.5	Pu.	abce.	Zen.	Va.	M	Md.	Sep.	7	N	SB-t	7.32	tt.	Y	Hyd.	N	7350
Praga	TN	6-4.14x5.90	95-1700	475.0	5.00	I.	4	L.	Sep.	Cl.	Hel.	205	65	8.00/40	Pu.	abce.	Zen.	Va.	Bat.	Md.	Sep.	4	N	SB-t	7.32	tt.	Y	Mec.	N	9100
Praga	TO	6-4.72x6.69	112-1200	702.0	5.05	I.	7	I.	Sep.	Cl.	Hel.	175	77	10.5/20	Pu.	abce.	Zen.	Pu.	M	Md.	Sep.	4	N	SB-t	5.35	ta.	Y	Mec.	N	11800
Skoda	650	6-2.95x4.01	55-3300	165.0	5.80	I.	8	L.	Int.	Als.	Cha.	133	53	6.00/18	Pu.	abce.	Zen.	Va.	Bat.	SP.	En.	4	Y	SB.	5.10	sp.	No.	Mec.	N	2470
Skoda	633	6-2.56x3.54	36-3400	108.5	5.80	I.	4	L.	Int.	Als.	Cha.	108	51	5.8/15.75	Th.	abce.	Sol°.	Gr.	Bat.	SP.	En.	3	Y	SB.	5.32	sp.	No.	Mec.	N	1840
Skoda	420	4-2.56x2.95	21-3600	60.6	5.80	I.	2	L.	Int.	Als.	Cha.	96	45	5.5/15.75	Th.	abce.	Zen.	Gr.	Bat.	SP.	En.	3	Y	SB.	5.50		Y	Mec.	N	1125
Tatra	57*	4-2.76x2.95	18-3200	70.8	5.00	x.	2	I.	Sep.	Als.	SG.	101	47	5.5/15.75	A.	ab.	Am.	Gr.	Bat.	SP.	En.	4	N	SB.	5.20		Y	Mec.	N	900
Tatra	80*	12-2.95x4.45	120-3000	366.0	5.40	V.	8	L.	Sep.	Als.	Cha.	150	45	5.0/17	Pu.	abce.	Zen.	Pu.	Bat.	SP.	En.	3	N	SB.	4.30		Y	Hyd.	N	3520
Tatra	52*	4-3.15x3.74	30-3200	122.0	5.00	x.	2	I.	Sep.	Als.	SG.	125	51		A.	ab.	Zen.	Gr.	Bat°	Md.	En.	4	N	SB.	4.80		Y	Hyd.	N	1300
Tatra	54/30*	4-2.95x3.74	24-3200	101.6	5.00	x.	2	I.	Sep.	Als.	SG.	111	51		A.	ab.	Zen.	Gr.	Bat.	Md.	En.	4	N	SB.	4.80		Y	Mec.	N	1300
Tatra**	72*	4-3.15x3.74	30-3200	122.0	5.00	x.	2	I.	Sep.	Als.	SG.	114	51	7.50/15**	A.	ab.	Zen.	Gr.	Bat.	Md.	En.	8	N	SB-t	4.00		Y	Hyd.	N	1980
Walter	Junior	4-2.56x2.95	24-3600	60.7	5.80	I.	3	L.	Int.	Al	Cha.	88	47	9.00/17	Th.	abce.	Sol°.	Gr.	Bat.	SP.	En.	3	N	SB.	4.87	ta.	No.	Hyd.	N	850
Walter	Bijou	4-2.64x4.01	32-3200	118.0	5.85	I.	3	L.	Int.	Al	Cha.	100	48	4.75/27	Th.	abce.	Sol.	Gr.	Bat.	SP.	En.	4	N	SB.	5.60	ta.	No.	Mec.	N	1330
Walter	Prince	6-2.83x4.01	55-3300	152.0	5.90	I.	7	L.	Int.	Al	Cha.	108	57	5.25/18	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.70	ta.	No.	Hyd.	N	1740
Walter	Lord	6-2.83x4.01	55-3300	152.0	5.90	I.	7	L.	Int.	Al	Cha.	127	57	6.00/18	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.30	ta.	No.	Hyd.	N	1970
Walter	Super 6	6-3.15x4.25	70-3000	198.0	5.50	I.	4	I.	Sep.	Al	Cha.	130	55	6.5/32	Pu.	abce.	Zen.	Pu.	M	SP.	En.	4	N	SB.	4.73	ta.	No.	Hyd.	N	2530
Walter	Royal	12-3.2x4.25	140-3200	417.0	5.75	V.	7	I.	Sep.	Al	Hel.	142	56	7.00/20	Pu.	abce.	Zen.	Pu.	MB.	SP.	En.	4	N	SB.	4.73	ta.	No.	Hyd.	N	3960
Walter	Regent	6-3.15x4.25	80-3400	198.0	5.50	I.	4	I.	Sep.	Al	Cha.	130	55	6.50/32	Pu.	abce.	Zen.	Pu.	M	SP.	En.	4	N	SB.	4.73	ta.	No.	Hyd.	N	2760
Zbrojovka††	Z4	2-3.23x3.70	25-3300	61.0	5.20	I.	3	m	Int.	Al.		102	43	4.50/18	Th.	n.	Zen.	Gr.	Bat.	SP.	En.	3	N	SB.	5.55	††	Y	Mec.	N	1000
FRENCH																														
Amilcar	5HP.-C3	4-2.32x3.15	21-3800	53.2	5.75	I.	2		Int.	Al	Cha.	88	43	4.33/15.75	Th.	abc.	Sol.	Gr.	Bat.	SP.	En.	3	N	SB.	5.12	sp.	No.	Mec.	N	640
Amilcar	9HP-M4	4-2.83x3.94	34-3500	99.3	5.75	I.	3		Int.	Al	Cha.	105	49	4.72/17.72	Th.	abc	Sol.	Gr.	Bat.	SP.	En.	4	N	SB.	5.33	sp.	No.	Mec.	N	1235
Amilcar	7HP-M3	4-2.36x4.33	26-3500	76.0	5.75	I.	2		Int.	Al	Hel.	105	49	4.72/17.72	Th.	abce.	Sol.	Gr.	M	DO.	En.	4	N	SB.	5.33	sp.	No.	Mec.	N	1235
Berliet	M.K.H. 3	4-2.68x7.55	32-3100	97.5	5.40	I.	2	I.	Int.	Al	Hel.	120	52	5.9/15.75	Pu.	abce.	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.12		Y	Mec.	Y	1585
Berliet	M.K.M.	4-3.15x3.94	42-3200	132.0	5.40	I.	3	I.	Int.	Al	Hel.	120	52	5.9/15.75	Pu.	abce.	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.75		No.	Mec.	Y	1630
Bugatti†	50T	8-3.34x4.17	200-4000	299.0	5.80	I.	9	I.	Sep.	Al	BS.	138	55	6.00/32	Pu.	abce.	She.	Pu.	Bat.	Md.	RA.	3	N	SB.	3.91	ta.	No.	Mec.	N	2860
Bugatti	46	8-3.43x5.12	120-3400	326.5	6.00	I.	9	I.	Sep.	Al	BS.	138	55	6.00/32	Pu.	abce.	Smi.	Pu.	Bat.	Md.	RA.	3	N	SB.	3.91	ta.	No.	Mec.	N	2750
Bugatti	57	8-2.83x3.94	135-4600	199.0	6.80	I.	8	I.	Sep.	Al	SG.	130	53	5.50/28	Pu.	abce.	Str.	Pu.	Bat.	SP.	En.	4	N	SB.	4.17	sp.	No.	Mec.	N	2120
Bugatti	55	8-2.36x3.94	150-5100	138.0	5.80	I.	5	I.	Sep.	Al	BS.	108	49	5.00/29	Pu.	abce.	Zen.	Pu.	M	Md.	Sep.	4	N	B.	4.15	ta.	No.	Mec.	N	1980
Chenard-Walker	U 12-A	8-3.12x3.54	80-3500	217.0	5.50	V.	3	L.	Int.	Al	Cha.	123	57	5.8/17.75	Pu.	abce.	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	4.30	sp.	Fw.	Mec.	N	2270
Chenard-Walker	Y 10-D	4-2.83x3.94	35-3500	98.5	5.70	I.	4	L.	Int.	Al	Hel.	117	55	5.5/15.75	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	5.44	sp.	Fw.	Mec.	N	1720
Chenard-Walker	T 11-P	4-3.12x4.33	45-3000	133.0	5.35	I.	4	L.	Int.	Al	Hel.	123	57	5.8/15.75	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	4.77	sp.	Fw.	Mec.	N	2100
Citroen	15 CV	6-2.95x3.94	58-3500	162.0	5.55	I.	4	L.	Int.	Al	Hel.	124	57	6.3/15.75	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	3	Y	SB.	4.78	sp.	No.	Mec.	N	1940
Delage	D-8	8-3.30x4.28	105-3600	305.0	5.70	I.	5	I.	Int.	Als.	Cha.	143	58	7.00/18	Pu.	abede	Smi.	Pu.	Bat.	SP.	En.		N	SB.	3.64	sp.	No.	Hyd.	Y	3090
Delage	D815	8-2.95x2.97	90-4200	161.0	5.80	I.	5	I.	Int.	Als.	Hel.	128	58	6.00/18	Pu.	abcd.	Smi.	Pu.	Bat.	SP.	En.			SB.	5.66	sp.	Y	Mec.	Y	2640
Delage	D611	6-2.95x2.97	66-4300	121.0	5.80	I.	4	I.	Int.	Als.	Hel.	120	58	5.50/18	Pu.	abcd.	Smi.	Pu.	Bat.	SP.	En.		N	SB.	5.66	sp.	Y	Mec.	Y	2200
Delage	D4	4-3.03x3.12	44-4200	226.0	5.80	I.	3	I.	Int.	Als.	Hel.	110	54	5.00/17	Pu.	abcd.	Smi.	Pu.	Bat	SP.	En.		N	SB.	6.12	sp.	Y	Mec.	Y	1830
Derby††	V	8-2.56x2.95	60-4000	122.0	6.00	V.	3	F.	Int.	Al	Hel.	118	50	5.50/17.75	Pu.	abce.	Sol.	Va.	Bat.	SP.	En.	4	Y	SB.	4.45	††	Y	Mec.		1545
Derby††	D	4-2.36x3.82	32-3400	66.6	5.30	I.	2	I.	Sep.	Al	Hel.	107	47	4.71/17.75	Th.	ab.	Sol.	Gr.	Bat.	SP.	En.	4	N	SB.	5.30	††	Y	Mec.	N	1215
Hotchkiss	411	4-3.13x3.92		122.0	5.60	I.	3	I.	Int.	Al	Hel.	115	56	5.50/18	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	4.90	sp.	No.	Mec.	N	1810
Hotchkiss	411S	4-3.38x3.92	52-3800	141.0	5.60	I.	3	I.	Int.	Al	Hel.	115	56	5.50/18	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	4.80	sp.	No.	Mec.	N	1830
Hotchkiss	615	6-2.95x3.94	70-3600	162.0	5.75	I.	7	I.	Int.	Al	Hel.	122	56	5.50/18	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	4.80	sp.	No.	Mec.	N	1960
Hotchkiss	620	6-3.38x3.94	82-3600	212.0	5.70	I.	7	I.	Int.	Al	Hel.	130	57	6.00/19	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	SB.	4.45	sp.	No.		N	2360
La Licorne	L610	4-2.40x3.15	21-3500	57.0	5.70	I.	2	L.	Int.	Al	Hel.	93	50	5.12/15.75	Th.	abc.	Sol.	Gr.	Bat.	SP.	En.	3		SB.	6.14	sp.	No.	Mec.	N	1280
La Licorne	L04	4-2.64x3.15	24-3500	68.5	5.70	I.	2	L.	Int.	Al	Hel.	102	50	5.51/15.75	Th.	abc.	Sol.	Gr.	Bat.	SP.	En.	3	N	SB.	5.86	sp.	No.	Mec.	N	1320
La Licorne	L764	4-2.99x3.15	34-3500	88.5	5.70	I.	2	L.	Int.	Al	Hel.	108	50	5.51/15.75	Pu.	abc.	Sol.	Gr.	Bat.	SP.	En.	4	N	SB.	5.43	sp.	No.	Mec.	N	1540
Lorraine	20CV	6-3.34x4.77	90-3000	249.0	5.50	I.	7	L.	Sep.	Als.	Hel.	140	56	5.00/17	Pu.	abcd.	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	4.80	sp.	No.	Mec.	Y	2860
Mathis	TY	4-2.40x3.15	23-3500	57.0	5.80	I.	2	L.	Int.	Al		95	47	4.33/17.7	Th.		Jen	Gr.	Bat.	SP.	Sep.	3	N	Hy.	5.50	sp.	Y	Mec.	Y	1090
Mathis	EMY 4	4-2.68x3.92	35-3500	88.0	5.80	I.	3	L.	Int.	Al	Cha.	110	53	5.51/15.75	Th.		Sol.	Pu.	Bat.	SP.		4	Y	Hy.	5.10		Y	Hyd.		1445
Mathis	EMY 6	6-2.75x3.92	56-3500	140.0	5.80	I.	4	L.	Int.	Al	Cha.	117	53	5.90/15.75	TP.		Str.	Pu.	Bat.	SP.		3	Y	Hy.	4.11		Y	Mec.		2660
Mathis	EMY 8	8-2.75x3.92	75-3500	186.0	5.80	I.	5	L.	Int.	Al	Cha.	124	54	5.90/15.75	TP.		Str.	Pu.	Bat	SP.		3	Y	Hy.	3.90		Y	Hyd.		2980
Peugeot	201 BR	4-2.48x3.54	25-3800	68.5	5.70	I.	2	L.	Int.	Al	Cha.	100	48	5.50/15.75	Pu.	ab.	Sol.	Gr.	Bat.	SP.	En.	3	N	Wo.	6.25	tt.	Fw.	Mec.	N	1080
Peugeot	301 CR	4-2.83x3.54	34-3600	88.0	5.50	I.	2	L.	Int.	Al	Cha.	107	53	5.80/15.75	Pu.	ab.	Sol.	Gr.	Bat.	SP.	En.	3	Y	Wo.	5.75	tt.	Fw.	Mec.	N	1180
Renault	Monaquatre	4-2.76x3.74	34-3500	57.5	6.00	I.	2	L.	Int.	Als.	Hel.	104	51	5.51/15.75	Pu.	abe.	Sol.	Pu.	Bat.	SP.	En.	3	Y	SB.	5.22	ta.	No.	Mec.		
Renault	Primorquatre	4-2.95x4.72	40-3100	128.0	5.10	I.	2	L.	Int.	Als.	Hel.	104	51	5.51/15.75	Pu.	a.	Zen.	Pu.	Bat.	SP.	En.	3	Y	SB.	3.90	tt.	No.	Mec.	N	
Renault	Vinaquatre	4-2.95x4.72	40-3100	128.0	5.10	I.	2	L.	Int.	Als.	Hel.	114°	57	6.30/15.75	Pu.	a.	Zen.	Pu.	Bat.	SP.	En.	3		SB.	4.10	tt.	No.	Mec.	N	
Renault	Vinasport	6-3.15x4.72	85-3400	221.0	5.30	I.	4	L.	Int.	Als.	Hel.	116	57	5.51/17.72	Pu.	abe.	Str.	Pu.	Bat.	SP.	En.	3	Y	SB.	4.10	tt.	No.	Mec.	N	
Renault	Primastella	6-2.95x4.72	65-3100	194.0	5.30	I.	4	L.	Int.	Als.	Hel.	116	57	5.51/17.72	Pu.	abc.	Zen.	Pu.	Bat.	SP.	En.	3	Y	SB.	4.10	tt.		Mec.	N	
Renault		8-3.15x4.72	120-3400	294.0	5.50	I.	5	L.	Int.	Als.	Hel.	125	57	5.90/17.72	Pu.	abc.	Str.	Pu.	Bat.	SP.	En.	3	Y	SB.	3.70	tt.	No.	Mec.	Y	
Renault		8-3.54x5.51	130-3000	435.0	5.00	I.	9	L.	Int.	Als.	Hel.	132	57	7.00/18	Pu.	abc.	Str.	Pu.	Bat.	DP.	En.	3	Y	SB.	3.70	tt.	No.	Mec.	Y	
Rosengart	LR 4	4-2.20x3.00	15-3500	45.5	5.20	I.	2	L.	Sep.	Al	Hel.	92°	45	4.33/17.71	Th.	bce.	Sol.	Gr.	MB.	SP.	En.	3	N	SB.	5.89	sp.	No.	Mec.	Y	870
Rosengart	LR 6	6-2.20x3.00	25-3500	66.8	5.50	I.	3	L.	Sep.	Al	Hel.	102°	45	4.33/17.71	Th.	abce.	Sol.	Gr.	Bat.	SP.	En.	3	N	SB.	5.56	sp.	No.	Mec.	Y	990
Rosengart	LR 500	4-2.92x3.74	40-4000	100.0	5.40	I.	3	L.	Int.	Al.	Cha.	109	49	4.75/17	Th.	abce.	Sol.	Gr.	MB.	SP.	En.	4	N	SB.	4.83	sp.	Y	Mec.	Y	1510
Talbot	L67	6-2.66x3.42	50-4000	111.8	5.80	I.	4	I.	Int.	Als.	Cha.	114	54	5.90/15.75	Pu.	ac.	Sol.	Ps.	Bat.	SP.	En.	4	N	SB.	5.10	sp.	No.	Mec.	N	1565
Talbot	MF75	6-2.95x3.70	64-3800	152.5	5.60	I.	4	I	Int.	Als.	Cha.	117°	57	5.50/18	Pu.	ac.	Sol.	Ps.	Bat.	SP.	En.	4	N	SB.	5.10	sp.	No.	Mec.	N	1855
Talbot	MF75-Sport	6-2.95x3.70	74-4000	152.5	5.80	I.	4	I.	Int.	Als.	Cha.	117	57	5.50/18	Pu.	ac.	Sol.	Ps.	Bat.	SP.	En.	4	N	SB.	5.10	sp.	No.	Mec.	N	1855
Talbot	H75 RI	8-2.95x3.78	88-3800	206.0	5.60	I.	5	I.	Int.	Als.	Cha.	124°	57	5.50/18	Pu.	ac.	Sol.	Ps.	Bat.	SP.	En.	4	N	SB.	4.27	sp.	No.	Mec.	N	2080

CONTINENTAL PASSENGER CARS—Continued

CAR MAKE	ENGINE: Model	Number of Cylinders Bore and Stroke (Ins.)	Maximum Brake H.P. at Specified R.P.M.	Piston Displacement (Cu. Ins.)	Compression Ratio — to 1	Cylinder Arrangement	No. of Main Bearings	Valve Location	Cylinders and Crankcase	Piston Material	Camshaft Drive	Wheelbase (Ins.)	Tread—Rear (Ins.)	Tires (Ins.)	Cooling System	Oil Pressure to	FUEL SYSTEM: Carburetor Make	Fuel Feed	Ignition Current Source	Clutch Type	GEARSET: Location	No. of Forward Speeds	Synchronizing Clutches	REAR AXLE: Final Drive	Gear Ratio (to 1)	Torque taken by	Independent Wheel Suspension	Brakes: Service Brake Application	Servo Unit fitted	Chassis Weight (Lbs.)
FRENCH—(*Continued*)																														
Unic	M8	4-3.35x5.51	35-1500	184.0	4.80	I.	3	L.	Sep.	Al	Cha.	164	64	5.00/19	Pu.	abce.	Zen.	Pu.	M	SP.	En.	4	N	SB.	5.82	sp.	No.	Mec.	Y	4200
Unic	M13A	4-2.86x4.72	44-3250	122.0	5.50	I.	3	L.	Sep.	Als.	Cha.	127	56	6.30/15.75	Pu.	abce.	Zen.	Pu.	M	SP.	En.	4	..	SB.	5.00	sp.	Y.	Mec.	N	2200
Voisin	C14	6-2.64x4.33	70-3000	146.0	5.20	I.	3	S.	Sep.	Al	Cha.	127	55	.....	TP.	....	Zen.	Gr.	Bat.	DP.	En.	3	N	SB.	4.70	...	No.	Mec.	Y	2310
Voisin	C23	6-2.99x4.33	85-3000	183.0	5.20	I.	3	S.	Sep.	Al	Cha.	127	55	.....	TP.	....	Zen.	Gr.	Bat.	DP.	En.	2	N	SB.	4.70	..	No.	Mec.	Y	2420
Voisin	C24	6-2.99x4.33	95-3200	183.0	5.60	I.	3	S.	Sep.	Al	Cha.	127	55	.....	TP.	....	Zen.	Gr.	Bat.	DP.	En.	2	N	SB.	4.36	..	No.	Mec.		2420
Voisin	C18	12-3.39x5.12	110-3000	298.0	5.20	V.	3	S.	Sep.	Al	Cha.	141	56	.....	TP.	....	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	4.28	..	No.	Mec.	Y	3085
Voisin	C22	6-3.70x5.51	130-3000	356.0	5.20	I.	3	S.	Sep.	Al	Cha.	141	56	.....	Pu.	....	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	4.70	..	No.	Mec.	Y	3085
GERMAN																														
Adler Primus	1.5A	4-2.80x3.74	32-	92.0	5.30	I.	..	L	Int.	Al.	Cha.	106	49	4.75/17	Th.	abc	Sol.	Gr.	Bat.	SP.	En.	4	N	Hy.	5.22	sp.	....	Hyd.	Y	1675
Adler†† Trumpf	1.5AV	4-2.80x3.74	30-	92.0	5.30	I.	..	L	Int.	Al.	Cha.	108	49	4.75/17	Th.	ace.	Sol.	Gr.	Bat.	DP.	En.	4	..	Hy.	5.17	††	Y.	Mec.	Y	....
Adler Favorite	2U	4-2.95x4.33	42-	118.0	5.50	..	..	L	Int.	Al.	Cha.	126	56	5.25/18	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	N	Hy.	5.40	sp.	Y.	Hyd.	Y	2225
Adler Standard	3U	6-2.95x4.33	60-	176.0	5.50	I.	..	L	Int.	Al.	Cha.	126	56	5.50/18	Pu.	abc	Sol.	Pu.	Bat.	SP.	En.	4	N	Hy.	4.82	sp.	Y.	Hyd.	Y	2290
Audi††	UW	6-1.57x3.35	.	119.0	5.60	I.	..	T.	Int.	Al.	Hel.	122	53	5.25/17	Pu.	abc	Sol.	Pu.	MB.	SP.	En.	4	N	Wo.	5.25	††	Y.	Hyd.	Y	1980
BMW	303	6-2.20x3.15	30-3500	71.5	5.60	I.	4	I.	Sep.	Al.	Cha.	94	48	5.25/16	Pu.	abcd.	Sol.	Gr.	Bat.	SP.	En.	4	Y	SB.	5.15	ta.	Fw.	Mec.	Y	1100
BMW	AM4	4-2.20x3.15	20-4000	47.7	5.40	I.	2	I.	Sep.	Al.	Cha.	85	43	4.50/17	Pu.	abcd.	Sol.	Gr.	Bat.	SP.	En.	4	N	SB.	5.85	ta.	Y.	Mec.	N	1050
Brennabor	D	4-2.44x3.26	22-3600	61.0	6.00	I.	2	L.	Int.	Als.	Hel.	95°	51	4.50/17	Th.	a	Sol.	Gr.	Bat.	SP.	En.	3	N	SB.	5.38	sp.	No.	Mec.	N	1210
Brennabor	1.4 Litre	6-2.36x3.14	30-3700	82.1	6.00	I.	4	L.	Int.	Als.	Hel.	103	51	4.50/17	Th.	a	Zen.	Gr.	Bat.	SP.	En.	4	Y	SB.	4.30	sp.	No.	Mec.	..	1430
DKW††	601	2-2.91x2.68	18-	35.0	6.00	I.	5	m	Int.	Al	....	94	43	4.00/19	Th.	..	Sol.	Gr.	MB.	M D	En.	3	N	SB.	6.52	††	Y.	Mec.	N	1430
Hansa-Lloyd	H1100	4-2.56x3.23	27-3500	67.0	6.00	I.	3	L.	Int.	Als.	SG.	106	50	4.50/17	Pu.	abce.	Sol.	Gr.	Bat.	SP.	En.	4	N	SB.	5.42	...	Y.	Hyd.	N	880
Hansa-Lloyd	H1650	6-2.56x3.23	38-3500	101.0	6.00	I.	4	L.	Int.	Als.	SG.	113	50	4.50/17	Pu.	abce.	Sol°.	Gr.	Bat.	SP.	En.	4	N	SB.	4.80	...	Y.	Hyd.	N	990
Hansa-Lloyd	P400	2-2.40x2.68	12-3600	24.4	6.00	I.	2	m	Sep.	Al	....	95	45	3.50/19	A.	..	Zen°.	Gr.	..	SP.	En.	3	N	SB.	7.80	...	Y.	Mec.	N	660
Hansa-Lloyd	P500	2-2.68x2.68	14-3600	..	6.00	I.	3	m	Sep.	Al	..	95	45	4.00/19	A.	..	Sol°.	Gr.	..	SP.	En.	3	N	SB.	7.30	..	Y.	Mec.	N	660
Horch	830	8-2.95x3.35	70-3200	182.0	5.70	V.	3	H	Int.	Als.	Cha.	126	58	6.00/18	Pu.	abc	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.45	sp.	No.	Hyd.	Y	2640
Horch	750	8-3.23x3.74	90-3200	274.0	5.40	I.	10	I.	Int.	Als.	BG	136	59	7.00/17	Pu.	..	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.45	sp.	No.	Mec.	Y	3740
Horch	780 (500B)	8-3.43x4.09	100-3200	300.0	5.40	I.	10	I.	Int.	Als.	BG	136	59	7.00/17	Pu.	..	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.90	sp.	No.	Hyd.	Y	3740
Maybach	DS8	12-3.62x3.94	200-3200	483.0	6.30	V.	8	I.	Int.	Al	HS.	144	60	7.00/20	Pu.	abcd.	Sol.	Pu.	Bat.	DP.	Sep.	5	Y	SB.	3.20	tt.	Y.	Mec.	Y	4190
Maybach	W6	6-3.70x6.60	120-2800	427.0	5.70	I.	4	H	Sep.	Al	HS.	144	60	7.50/20	Pu.	ac.	Own.	Pu.	Bat.	DP.	Sep.	5	Y	SB.	3.20	tt.	Y.	Mec.	Y	4070
Mercedes-Benz	170	6-2.56x3.35	32-3200	102.5	5.75	I.	4	L.	Int.	Al	Hel.	102	53	5.25/17	Pu.	abd.	Sol.	Gr.	Bat.	SP.	En.	4	Y	SB.	6.10	tt.	Y.	Hyd.	N	1584
Mercedes-Benz	200	6-2.56x3.35	40-3200	119.6	6.00	I.	4	L.	Int.	Al	Hel.	106	54	5.25/17	Pu.	abd.	Sol.	Gr.	Bat.	SP.	En.	4	Y	SB.	6.10	tt.	Y.	Hyd.	N	1705
Mercedes-Benz	290	6-3.07x3.94	60-3200	175.0	6.00	I.	7	L.	Int.	Al	Hel.	113	58	6.50/17	Pu.	abd.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.66	tt.	Y.	Hyd.	N	2255
Mercedes-Benz†	380	8-3.07x3.94	120†-3200	232.0	5.40	I.	5	I.	Int.	Al	Hel.	124	58	6.50/17	Pu.	abd.	Own.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.11	tt.	Y.	Hyd.	Y	2816
Mercedes-Benz	370	6-3.25x4.53	75-3200	223.0	5.75	I.	7	L.	Int.	Als.	SG.	126	57	6.00/20	Pu.	abd.	Sol.	Va°.	Bat.	SP.	En.	3	..	SB.	5.66	tt.	No.	Mec.	Y	2770
Mercedes-Benz	500	8-3.25x4.53	100-3100	294.0	5.75	I.	9	L.	Int.	Als.	SG.	145	58	6.50/20	Pu.	..	Sol.	Pu.	Bat.	SP.	En.	4	..	SB.	5.35	tt.	No.	Mec.	Y	3740
Mercedes-Benz†	710SS	6-3.94x5.90	225†-3300	428.0	5.75	I.	4	I.	Int.	Als.	Hel.	134	57	6.50/20	Pu.	..	Own.	Ps.	MB.	Md.	En.	4	..	SB.	2.76	tt.	....	Mec.	N	3630
Mercedes-Benz†	770	8-3.74x5.32	200†-2800	531.0	4.70	I.	9	I.	..	Als.	SG.	148	59	7.00/20	Pu.	..	Own.	Va.	MB.	Md.	....	3	..	SB.	4.50°	tt.	No.	Mec.	Y	4290
N.A.G.††	220	4-2.76x3.78	30-	88.0	5.00	H	2	T.	Sep.	Al	SG.	104	..	4.75/18	A.	abcde	Zen.	Pu.	Bat.	SP.	En.	4	Y	Wo.	.....	††	Y.	Hyd.	Y	1540
Opel	1210	4-2.56x3.54	23-3200	72.8	6.00	I.	3	L.	Int.	Als.	Hel.	90	46	4.50/17	Pu.	abcd.	Sol.	Pu.	Bat.	SP.	En.	3	N	SB.	5.14	sp.	No.	Mec.	N	.....
Opel 1934	1, 3	4-2.66x3.54	24-3600	78.5	6.00	I.	3	L.	Int.	Als.	Hel.	97	46	5.25/16	Pu.	abcd.	Own.	Pu.	Bat.	SP.	En.	4	N	SB.	5.14	sp.	Y.	Hyd.	N	.....
Opel 1934	2, 0	6-2.66x3.54	36-3600	118.0	5.75	I.	3	L.	Int.	Als.	Hel.	104	50	5.50/16	Pu.	abcd.	Own.	Pu.	Bat.	SP.	En.	4	N	SB.	4.30	sp.	Y.	Hyd.	N	.....
Rohr	F13/75	8-2.74x4.24	78-3400	200.0	5.70	I.	9	I.	Int.	Al	Cha.	127	55	6.50/17	Pu.	ab.	Zen.	Gr.	Bat.	SP.	En.	4	Y	Wo.	5.20	..	Y.	Hyd.	..	2490
Rohr	Junior 6/30	4-2.95x3.31	30-3200	91.0	5.20	H	2	I.	Sep.	Al	Hel.	105	49	4.75/17	A.	a	..	Gr.	Bat	SP.	En.	4	N	SB.	4.72	..	Y.	Mec.	N	1145
Simson	R	6-3.12x4.52	70-3200	204.0	5.30	I.	7	I.	Sep.	Al	Hel.	138	56	6.00/20	Pu.	abce.	Sol.	Va.	Bat.	SP.	En.	4	Y	SB.	4.80	tt.	No.	Hyd.	Y	2750
Simson	A	8-3.12x4.52	90-3200	285.0	5.10	I.	9	L.	Sep.	Al	Cha.	140	57	6.50/20	Pu.	abce.	Str.	Va.	Bat.	SP.	En.	4	Y	SB.	4.30	..	No.	Hyd.	Y	3200
Stoewer††	R140/'34	4-2.83x3.54	32-3400	89.6	6.10	I.	3	L.	Int.	Als.	Cha.	108	48	4.75/17	Th.	abce.	Sol.	Gr.	Bat.	SP.	En.	4	N	SB.	5.40	††	Y.	Hyd.	N	1430
Stoewer††	V8/'34	8-2.56x3.23	50-3600	126.0	6.20	V.	3	L.	Int.	Als.	Cha.	114	53	5.00/17	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.90	††	Y.	Hyd.	N	1650
Stoewer	G15/'34	8-3.14x4.80	80-3400	242.0	5.20	I.	5	L.	Int.	Als.	Cha.	134	56	7.00/18	Pu.	abce.	Sol.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.90	sp.	No.	Hyd.	N	2750
Wanderer	W21	6-2.56x3.35	36-3200	103.0	5.60	I.	7	T.	Sep.	Al	Hel.	118	53	5.25/17	Pu.	abc	Sol.	Pu.	MB.	SP.	En.	4	N	SB.	5.75	ta.	Y.	Hyd.	Y	1980
Wanderer††		6-2.75x3.35	40-3500	118.0	5.60	I.	7	I.	Int.	Al	SG.	122	53	5.25/17	Pu.	abce.	Sol.	Gr.	Bat.	SP.	En.	4	N	Wo.	5.25	††	Y.	Mec.	Y	1980
HUNGARIAN																														
MA'VAG	M11	6-2.91x3.94	50-3200	158.8	5.30	I.	7	ss.	Int.	Al	SG.	128	..	6.00/20	Pu.	abcd.	Es.	Gr.	Bat.	SP.	En.	3	N	Wo.	....	ta.	No.	Mec.	N	2640
Weiss Manfred	La	4-3.86x4.21	43-2300	197.0	5.00	I.	3	L.	Sep.	Al	SG.	128	59	5.50/28	Pu.	a	Zen.	Pu.	Bat.	SP.	En.	3	N	SB.	3.40	tt.	No.	Hyd.	N	1540
Weiss Manfred	La	4-2.95x3.35	23-3000	91.0	5.00	I.	3	L.	Sep.	Al	SG.	128	52	5.50/28	Th.	a	Zen.	Pu.	Bat.	SP.	En.	4	N	SB.	5.20	tt.	No.	Hyd.	N	1650
ITALIAN																														
Bianchi	M8	8-2.68x3.94	85-4000	177.0	5.80	I.	5	I.	Int.	Als.	Hel.	128°	55	6.00/30	Pu.	abce.	Str.	Pu.	Bat.	SP.	En.	4	N	SB.	4.70°	sp.	No.	Mec.	N	2200°
Bianchi	M9	4-2.68x3.94	42-4000	88.5	5.50	I.	3	I.	Int.	Als.	Hel.	114	55	5.25/28	Th.	abce.	Str.	Pu.	Bat.	SP.	En.	4	N	SB.	5.60	sp.	No.	Mec.	N	1675
Fiat 508	108	4-2.56x2.95	20-3400	61.0	5.80	I.	3	L.	Int.	Al.	Cha.	88	47	4.00/17	Th.	ab.	Zen.	Gr.	Bat.	SP.	En.	3	N	SB.	5.10	sp.	No.	....	N	835
Fiat 508S	108S	4-2.56x2.95	30-4000	61.0	7.00	I.	3	L.	Int.	Al.	Cha.	88	47	4.00/17	Th.	ab.	Zen.	Pu.	Bat.	SP.	En.	3	N	SB.	4.30	sp.	No.	....	N	850
Fiat Ardita	118	4-3.07x3.62	40-3600	107.2	6.00	I.	3	L.	Int.	Al.	Cha.	106°	55	5.25/17	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.70°	sp.	No.	....	N	1530
Fiat Ardita 2000	118A	4-3.23x3.62	45-3600	118.5	6.00	I.	3	L.	Int.	Al.	Cha.	118°	55	5.50/17	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.30°	sp.	No.	....	N	1530
Fiat Ardita Sport	118S	4-3.23x3.62	53-3800	118.5	7.00	I.	3	L.	Int.	Al.	Cha.	106	56	5.25/17	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.30	sp.	No.	....	N	1560
Fiat Ardita 2500	127	6-2.83x4.04	52-3500	153.2	5.90	I.	7	L.	Int.	Al.	Cha.	125	55	5.50/17	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.30	sp.	No.	....	N	1730
Fiat Ardita 2500S	127S	6-2.83x4.04	65-3600	153.2	7.00	I.	7	L.	Int.	Al.	Cha.	125	56	5.50/17	Pu.	abc	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	4.10	sp.	No.	....	N	1760
Italia	75F	6-2.76x3.94	65-	....	7.00	I.	7	I.	Int.	Al.	Hel.	.....	..	5.51/17.72	Pu.	.....	Zen.	Pu.	Bat.	DO.	En.	4	N	....	.....	..	No.	Mec.	Y	1870
Maserati	8CS	8-2.56x3.70	140-4800	152.5	5.50	I.	5	I.	Sep.	Al.	SG.	116	53	5.50/19	Pu.	.....	Web.	Ps.	M.	Md.	En.	..	N	SB.	Var.	tt.	No.	Hyd.	Y	1870
Maserati	4CM	4-2.56x3.23	105-5900	67.0	6.00	I.	3	I.	Sep.	Al.	SG.	94	47	4.50/18	Pu.	.....	Web.	Ps.	M.	Md.	En.	..	N	SB.	Var.	tt.	No.	Hyd.	Y	1148
Maserati	4CS	4-2.72x3.94	100-5000	91.5	5.52	I.	3	I.	Sep.	Al.	SG.	94	47	5.00/18	Pu.	.....	Web.	Ps.	M.	Md.	En.	..	N	SB.	Var.	tt.	No.	Hyd.	Y	1430
Maserati	8CM	8-2.72x3.94	210-5500	183.0	.....	I.	5	I.	Sep.	Al.	SG.	62	53	6.00/19	Pu.	.....	Web.	Ps.	M.	Md.	En.	..	N	SB.	Var.	tt.	No.	Hyd.	Y	1650
OM	667-N-C	6-2.64x4.14	52-4000	134.0	4.65	I.	4	L.	Sep.	Als.	Hel.	122	55	6.00/30	Th.	abce.	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.80	tt.	No.	Mec.	N	1980
OM	469	4-2.72x4.14	27-3600	97.5	4.65	I.	3	L.	Sep.	Als.	Hel.	92	55	5.50/28	Th.	abce.	Zen.	Pu.	Bat.	SP.	En.	4	Y	SB.	5.80	tt.	No.	Mec.	N	1870

ABBREVIATIONS

°—Others also
*—No frame, central steel tube chassis—direct drive—independent driving wheels
**—Six wheeler
†—With supercharger
††—Front axle drive
§—Preselective gear box

a—Main bearings (oiling system)
A—Air cooled
Al—Aluminum alloy
Als—Aluminum with struts
b—Connecting rod bearings (oiling system)
B—Straight bevel (final drive)
Bat—Battery
BG—Bevel gear (camshaft drive)
BS—Bevel gear and shaft (camshaft drive)
c—Camshaft bearings (oiling system)
Cha—Chain
CI—Cast iron
Co—Composite
d—Piston pins (oiling system)
DO—Double plate operating in oil
DP—Double plate
e—Chain or timing gears
En—Unit with engine
F—In head and side (valve location)
FF—Fluid flywheel
Fw—Front wheels only (independent suspension)
Gr—Gravity (fuel feed)
H—Horizontal in head (valves)
H—Horizontally opposed (cylinders)
Hel—Helical
HS—Helical gear and shaft
Hy—Hypoid gear
Hyd—Hydraulic
I—In line (cylinders)
I—In head (valves)
Imp—Impellor
Int—Integral
L—At side (L head)
l—Horizontally opposed twin
M—Magneto
MB—Magneto and Battery
MD—Multiple disc operating in oil
Md—Multiple dry disc
Mec—Mechanical
m—Two cycle
N—No or None
n—Oil supplied with fuel mixture
Ps—Pressure
Pu—Pump
RA—Unit with rear axle
S—Double sleeve valves
SB—Spiral bevel (final drive)
SD—Single disc (clutch)
Sep—Separate
SG—Spur gear (camshaft drive)
SO—Single plate operating in oil (clutch)
SP—Single plate (clutch)
SP—Springs
ss—Single sleeve (valves)
t—Double reduction (final drive)
T—Opposite (valve location)
ta—Torque arm
Th—Thermo syphon
TP—Thermo syphon and pump
tt—Torque tube
Va—Vacuum
We—Worm
x—Two by two opposed
Y—Yes

MAKES:
Am—Amal
Car—Carter
C-H—Claudel-Hobson
Cos—Cossette
Es—Esse (Hungarian)
Jen—Jensen
Pal—Pallas
She—Schebler
Sm²—Smith-Barriquand
Sol—Solex
Str—Stromberg
Web—Weber
Zen—Zenith

Code Authorities Not Empowered to Adjust Complaints Until Specifically Authorized to Do So by the NRA

WASHINGTON—Code authorities are not empowered to adjust either trade practice or labor complaints, unless specifically authorized to do so by NRA, anything in the codes to the contrary notwithstanding. This is clearly indicated in NRA Bulletin No. 7 entitled "Manual for the Adjustment of Complaints."

Before undertaking the adjustment of complaints, each code authority must submit its adjustment set-up to NRA, and must receive its approval of the set-up and authorization to proceed. Pending such authorization, all complaints will be handled through the State Directors appointed by the National Emergency Council. In each case where NRA authorizes a code authority to adjust complaints, all State Directors will be notified immediately of the authorization and thereafter they will refer the plaintiff or the complaint to the code authority, depending on whether the code authority is empowered to adjust in the "first instance" or "on reference."

The bulletin also states that "Final rulings on interpretations, exceptions, exemptions and modifications are to be made by the National Recovery Administration, not by Code Authorities or State Directors." The procedure for handling this phase of administration is covered by NRA Office Orders 53, 60 and 67. All such approved ruling must be filed with the Code Record Section of NRA and will be made public through the Public Relations Division.

In connection with enforcement, the bulletin emphasizes that NRA, State Directors and code authorities are adjustment and not enforcement agencies. Where compliance can not be obtained through adjustment, the case then goes to the National Compliance Director and the National Compliance Board. If these agencies fail, the case may then be referred to the Federal Trade Commission or the Department of Justice.

New Plymouth Standard Models Have I-Beam Axle

DETROIT—A standard series consisting of a coupe at $495 and a two-door sedan at $510, both with conventional I-beam front axle, has been added to the Plymouth line for 1934.

With the introduction of these new models, the price of the PF two-door sedan has been increased from $535 to $545, while the price on the PF coupe has been raised from $495 to $535.

Studebaker Shipping New Special Dictator

SOUTH BEND, IND.—Studebaker dealers are now receiving shipments of the Special Dictator series in three body styles: a three-passenger coupe at $645, a two-door sedan at $665 and a four-door sedan at $695. This new series was announced originally by *Automotive Industries* in its issue of Jan. 13.

No Action on Budd Case

WASHINGTON—The NRA Compliance Board had not released its findings in the Budd case up to press time (Thursday A. M.) although *Automotive Industries* was informed last week that the findings would be available on February 19.

NE

Selective Shortening Of Work Week Looms

Johnson Opposes Rigid Limit at Hearings on Connery 30-Hr. Bill

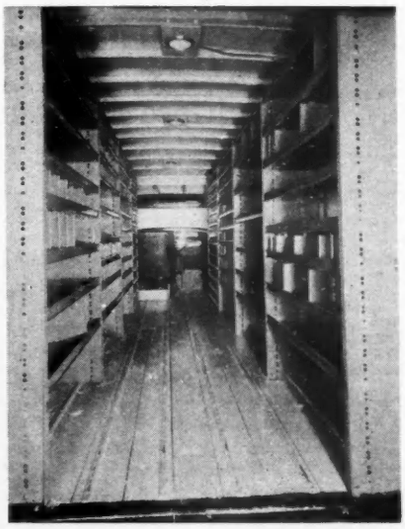
WASHINGTON — Flat opposition to the imposition of a rigid 30-hr. work week limit as proposed in the Connery bill, was registered by General Johnson when he appeared before the House Labor Committee on Wednesday of this week. Although favoring further reductions in hours and increases in wages, he insisted that the changes should be effected through the flexible machinery of the codes to avoid placing intolerable burdens on business, particularly small business. He also voiced his opposition to the Connery proposal that labor be represented on code authorities, indicating that it was not necessary for the protection of the workers.

Maximum hours permitted under the automobile code would still be at 35 if he had it to do over again, the General told the Committee, instead of the 40-hr. limit in effect since the

(*Turn to page 103 in the Advertising Section*)

Ford Parts Merchandising Trucks

Under the new Ford parts merchandising plan, each Ford "key" dealer will have one or more trucks of the type illustrated here. The trucks will all be painted alike except for the dealer's name. The view on the right shows the interior bin arrangement.



WS

1934 Joint Trade Show Will Be Staged in Cleveland Auditorium, Nov. 5 to 9

M.E.M.A., M.E.W.A. and N.S.P.A. Agree on Location and Dates, and Name Joint Operating Committee With Seager as Chairman—Space Price Reduced to 75 Cents

CHICAGO — The 1934 Automotive Service Industries Show will be held in the Cleveland Public Auditorium Nov. 5-9, inclusive, according to an announcement made jointly by the three sponsoring organizations, National Standard Parts Association, Motor and Equipment Manufacturers Association and Motor and Equipment Wholesalers Association.

All show attendance rules and regulations are to be under the sole jurisdiction of a Joint Operating committee comprised of three manufacturer members of the N.S.P.A., three manufacturer members of the M.E.M.A., three wholesaler members of the M.E.W.A., and three wholesaler members of the N.S.P.A. as follows:

For M.E.W.A.—E. R. Seager, Pennsylvania Rubber & Supply Company, chairman of the show committee; W. R. Crow, Crow-Burlingame Co.; and W. T. Mills, Auto Parts Company.

For M.E.M.A.—F. C. Bahr, vice-chairman of the show committee; C. F. Conn, Trico Products Corp.; and a third member yet to be named.

For N.S.P.A.—L. F. Hunderup, Van Norman Machine Tool Co.; B. Patterson, Thompson Products, Inc.; W. H. Richardson, Timken Roller Bearing Service & Sales Co.; W. F. Burrer, Aberdeen Motor Supply Co.; R. H. Bachman, Bee Incorporated; and J. Fischer, Auto Parts & Gear Co.

E. P. Chalfant, executive vice-president of the N.S.P.A., is secretary of the committee.

A. B. Coffman, who was manager of the 1933 show in Chicago, has been reappointed to the same position in connection with the Cleveland show.

The show credentials committee will be comprised of six members of the joint operating committee; two each from the three sponsoring associations.

Herbert Buckman of Cleveland has again been named to serve with the credentials and promotion committees.

The cost of display space in Cleveland is to be reduced from the $1 per square foot charged in Chicago to 75 cents per square foot in Cleveland.

Election Results Bind All Workers Who Vote

Minorities Taking Part in Election Must Accept Representatives Elected

WASHINGTON — All employees participating in an election held to select representatives for collective bargaining must abide by the results thereof, according to an opinion expressed here by a government official important in the administration of the labor sections of N.I.R.A.

Since such elections are by secret ballot, this official holds, there is no means of determining which employees belong to the majority and which to the minority. Consequently, if employees who were or became dissatisfied with the results of the election were allowed to demand separate representation endless confusion would result, since the door would be wide open for repudiation of the election results.

Of course, groups which do not participate in an election under the law are in no way bound by the results, and may elect their own representatives for collective bargaining, or bargain as individuals. As a practical matter, this official does not regard this as important, however, as he feels that where an employer had reached an agreement with a majority of his employees he would be unlikely to reach a different agreement with a minority, although he is, of course, required by the Recovery Act to receive the representatives of such a minority.

Special Rail Rates for NRA Conference and Hearings

WASHINGTON, D. C.—Railroads leading to Washington are cooperating with the National Recovery Administration by announcing a one-third reduction in rates for persons coming to the Capital for the national conference of Code Authorities and Code Committees March 5 to 8, and the preliminary public meetings on NRA affairs starting Feb. 27.

H. B. Lewis Named Head of Fact-Finding Committee

WASHINGTON—General Johnson has appointed H. Bertram Lewis as chairman of the Fact Finding Committee authorized by the code of fair competition for the Wholesale Automotive Trade. Mr. Lewis presided for the first time at a meeting held here on Tuesday of this week. The next meeting will be held on March 6 at which time the various groups will present facts in support of their position.

H. Bertram Lewis

Mr. Lewis, who is widely known in the trade, is head of the H. Bertram Lewis Advertising Agency, New York City. For several years prior to 1920 he was successively credit manager, used car manager, general service manager, assistant to the president, advertising manager and vice-president in charge of sales for the Packard Motor Car Company of New York. Afterwards, he was general manager of the New York Division of Hare & Chase, and vice-president of the Commercial Credit Corporation.

Overland Forge Plant Busy on Chrysler Job

TOLEDO—More than 200 men are being employed at the Willys-Overland plant here in making parts for Chrysler, it was revealed by plant officials. The forge plant is the center of this special activity which is expected to continue for several weeks.

Regular Willys 77 production under the plan by which 7500 cars will be turned out is expected to be started about March 1, but depends upon the arrival of necessary materials.

Business in Brief

Written by the Guaranty Trust Co., New York, exclusively for Automotive Industries

General business last week continued to show the gradual but steady improvement that has been under way for some time. The improvement, however, was more pronounced in production than in distributive trades; and there was an upturn in practically all major industrial lines. Retail trade continued to make a good showing under favorable weather conditions. There was a noticeable improvement in installment buying, and charge accounts at the large stores were used more freely.

Car Loadings Up

Railway freight loadings during the week ended Feb. 10 totaled 572,504 cars, which marks an increase of 8406 cars above those during the preceding week, an increase of 67,841 cars above those a year ago, and an increase of 10,969 cars above those two years ago.

Retail Trade Firm

The Federal Reserve Board's preliminary adjusted index of department store sales for January stood at 68, with the 1923-25 average as 100, as against 69 for December and 65 for November.

Food Prices Rise Slowly

According to an announcement of the Bureau of Labor Statistics, retail food prices during the two weeks ended Jan. 16 increased 0.7 per cent. The index number on that date stood at 104.5, with the 1913 average as 100, as against 103.9 on Dec. 19 and the low point of 90.4 reached last April.

Power Production Tops February '33

Production of electricity by the electric light and power industry in the United States during the week ended Feb. 10 was 11.4 per cent above that in the corresponding period last year.

Cotton Spinning More Active

Cotton consumed in the United States during January amounted to 565,803 bales, including linters, as against 400,007 bales during the preceding month and 525,510 bales a year ago. Cotton spinning spindles active during January numbered 25,653,324, as against 23,753,638 during the corresponding month last year.

Commodity Prices Hit New High

Professor Fisher's index of wholesale commodity prices during the week ended Feb. 17 stood at 73.7, a new high for the current movement, as against 73.2 the week before and 73.7 two weeks before.

Federal Reserve Statement

The consolidated statement of the Federal Reserve banks for the week ended Feb. 14 showed decreases of $5,000,000 in holdings of discounted bills and of $11,000,000 in holdings of bills bought in the open market. Holdings of Government securities remained unchanged.

ASTM Approves Tentative Test for Gum in Gasoline

NEW YORK—On the recommendation of Committee D-2 on Petroleum Products and Lubricants, the American Society for Testing Materials on Jan. 30 approved for publication as a tentative standard the Methods of Test for Determining Gum Content of Gasoline (D 381—34 T).

This test is a means of determining the amount of gum existent in a motor fuel at the time of test. The results are indicative of the amount of gum deposition which may take place in service if used immediately, but give no indication of the gum stability of the motor fuel upon storage.

Tentative Standard D 381—34 T will shortly be published in separate pamphlet form by the Society and copies can be obtained by writing the A.S.T.M., 260 S. Broad Street, Philadelphia.

Canadian Production Doubles Last January

OTTAWA, ONT.—Production of 6904 motor vehicles in January marked an improvement of 112 per cent over the 3262 in December and 106 per cent over the 3358 reported for January last year. Output of passenger cars advanced to 4946 from the 2171 produced in December, and trucks to 1958 from 1091. Of January production, 2970 were made for sale in Canada, leaving a balance of 3934 intended for export. The apparent consumption of cars in Canada during January, as determined by adding the 2970 made for sale in Canada to the 132 imported, amounted to 3102. Exports for the month were reported at 2404.

Ford Eight Wins 250 Mi. Stock Road Race

LONG BEACH, CAL.—W. H. Stubblefield, driving a Ford V-8, raced to victory in the 250-mile stock car road race held here Feb. 17 over a 1.9 mile winding course. His average speed was 62.367 m.p.h.

Al Gordon, Pete DePaolo, Lou Meyer and Rex May, all driving Fords, followed Stubblefield across the finish line in the order named. Of the 26 starters, 14 survived. Two cars were wrecked, but their drivers and mechanics are reported on the road to recovery.

Germany Launches Used Car Price Control Plan

All Cars Must Be Valued by Regional Appraisers at Their Owner's Expense

WASHINGTON, D. C.—All used cars offered in part payment for new cars in Germany must be appraised by a regional appraiser who acts in the interest of both manufacturers and dealers, according to a report from Consul Lester L. Schnare, Hamburg, made public by the Commerce Department.

The new arrangement as regards appraisals is one phase of the agreement among German automobile manufacturers, importers and dealers which went into effect on Jan. 1. Under this agreement they bind themselves to limit the amount of the discounts that may be given in each case, and other discounts, rebates, or advantages which have been commonly given heretofore are forbidden. The agreement provides for a court of arbitration in which violators are to be tried and penalties named for infringements. The agreement has the full support of the German government.

Payment for appraising a used car under the new arrangement must be made by the owner. The appraisal is valid for only two weeks, in view of the possible fluctuation in the value of the used-car market. It must be submitted to the dealer from whom it is intended to purchase a new car and is binding alike upon dealer and purchaser as to the credit upon the new car which the purchaser is entitled in exchange for the used car. Automobile distributors and dealers are forbidden to own, or have an interest in, any firm handling used cars unless it has also signed the dealers agreement.

Unemployment Reserve Law Held Sure to Come

What Form Legislation Should Take Regarded As Only Question Now

WASHINGTON — Whether unemployment reserve legislation such as that proposed by Senator Wagner will be acted upon at this session of Congress is not certain, but that industry faces a broad program of this and other forms of social insurance is regarded here as sure. Since the administration is understood to hold such insurance as not only desirable but necessary, it is felt that the question is no longer whether we are to have such laws, but what form they should take. A resolution adopted by the House authorizing the Labor Committee to investigate old age pensions is another straw showing the way the wind is blowing.

The administration is believed to favor the principle of the Wagner bill, but it is understood that it has not been decided whether the application it provides is the best that can be worked out. The charge that it represents a form of bribery to get the States to pass unemployment reserve laws is admitted, but this criticism is not regarded in administration circles as important.

Semi-official opinion here is that the government's participation in an unemployment reserve program should be limited at most to the payment of overhead and administrative costs. The fund accumulated for the payment of benefits should be obtained by contributions on an "actuarial" basis from industry and labor.

The Wagner bill provides for a 5 per cent tax on payrolls, and this has been attacked as being too heavy a

Turn to page 101 in the Advertising Section

General Motors Exports Continue to Increase

NEW YORK—Overseas car and truck sales of General Motors Corporation for the month of January totaled 10,317 units, representing an increase of 84 per cent over the total for January, 1933, and an increase of 71.5 per cent over the total for January, 1932.

The January results indicate a continuance in 1934 of the vigorous upward trend which has been in evidence since the early part of 1933.

Michigan S.T. Earnings

DETROIT—Michigan Steel Tube Products Co. has reported net profit of $11,118 for year ended Dec. 31, 1933, compared with net loss of $235,543 in 1932. Current assets as of Dec. 31, totaled $293,985 and current liabilities were $135,989 comparing with $267,386 and $168,664 respectively, on Dec. 31, 1932.

Macauley Puts Packard 1933 Net at $500,000

Compares With Loss of $6,824,312 in 1932

DETROIT—Alvan Macauley, president of the Packard Motor Car Company, reports that preliminary figures indicate the company's net profits from operations and other additions to surplus, would amount to approximately $500,000 for 1933, after provisions for depreciation, taxes and all other charges. Net loss for the previous year was $6,824,312.

Cash, government and other marketable securities, he said, were $15,161,000 at the end of 1933, not including deposits in closed banks, as compared with $13,387,612 at the end of 1932.

At the end of 1933 deposits still remaining in closed banks totaled $656,000 and a special reserve of that amount has been set aside to cover these remaining deposits, he said.

"During 1933," said Macauley, "Packard obtained a higher percentage of sales in its price class than in any previous year since 1929, accounting for 38 per cent of the cars in its class sold in the United States. Our dollar volume of factory sales increased 23.9 per cent over 1932, which according to best figures available, was greater than the percentage increase in dollar volume for the industry as a whole."

They Join Forces to Sell and Service Trucks in Seven Cities

With supplementing lines of trucks —Studebaker prices ranging from $625 to $1,795 and Autocar prices ranging from $3,000 to $6,650—the Studebaker Corporation of South Bend, Ind., and the Autocar Company of Ardmore, Penna., have effected an arrangement by which the former's line of trucks will be sold and serviced in seven cities through the branches of the latter. The cities to which this arrangement applies are Philadelphia, Camden, Atlantic City, Baltimore, Washington, Richmond and St. Louis. In other territories the two organizations will operate independently except that the Autocar Company will handle the sale of Studebaker trucks to certain national accounts having headquarters in New York City.

Studebaker's President, Paul G. Hoffman

In making this announcement, Presidents Hoffman and Page, for their respective companies, emphasized that the plan involves only the adoption of a new sales and service policy. To Studebaker, says Mr. Hoffman, it will mean the utilization of the highly specialized selling and servicing of the seasoned Autocar branch organization. To Autocar, says Page, it will mean the ability to offer a complete line of trucks with a wide range in capacity, utility and price. Active truck merchandising campaigns, say both presidents, will be inaugurated by both organizations within the next few months.

Autocar's President, Robert P. Page, Jr.

News of the Industry continued on pages 264 and 266

JUST AMONG OURSELVES

Convenience and Car Buying

THERE is no direct—and little indirect—connection between the problems of merchandising automobiles and those of cigarette merchandising. But when we read the other day that Chesterfields can be bought at 769,340 retail outlets, however, our mind automatically made the calculation that this is about 22 times as many places as those at which automobiles can be bought.

While 770,000 is a lot of retail outlets, the number doesn't seem particularly large as compared to automobile outlets when the relative prices of the products are considered. There are those who think that the "convenience" needs of automobile buyers might easily be met by fewer retailers than now are in business.

Without knowing how closely the Chesterfield figures come to total cigarette outlets, the above figures — considering the overwhelmingly greater importance of the "convenience-in-buying" appeal as regards cigarettes—would, we think, tend to support the thinking of this group.

* * *

Lid to Stay Off in 1935

THE rear-engined car situation is just in process of passing from the question of whether or not we are going to have such cars to the question of what kind will we have. Nobody can mingle with car executives and engineers these days without feeling that the answer to the first question is "Yes."

Gossip is rapidly shifting to discussion of whether the engines are to be placed cross-wise in the chassis or lengthwise; whether they will be behind or ahead of the rear axle, and how the new problems of weight distribution are to be met satisfactorily.

After a number of years of slow change in stock car design, many people had come to believe that radical innovations never were likely to come quickly. Now independent wheel suspension and radical "airflowing" in one year bring the impression that the idea of rear-engined cars, even by important producers, is not to be scouted. Startling models by even the most conservative of the manufacturers no longer seem to be out of the question. This year of 1934 already has seen some exciting developments, technically and commercially—and there are signs that the lid may stay off in 1935 as well.

* * *

Airplane Production

WHILE continuing to be the most dramatic of our American industries, the aviation business still has in the future rather than in the present its entrance into the position of a large manufacturing industry. Even so, the fact that 1933 was an unusually poor one all around must be borne in mind when viewing annual airplane production totals recently announced.

In 1933 there were 1324 airplanes manufactured in the United States. Of this total, 677 were for domestic civil use, 331 for military delivery and 316 for export.

* * *

Fight Taxation With Postcards

"IN every piece of mail going out from everyone connected with the automotive industry," suggests T. F. Brackett of Detroit in a recent letter, "should be placed a printed card adapted for mailing to Representatives, Senators and all other tax spenders. "On this card," he urges, "leave spaces for voter's district and his signature and request that he sign it and mail it to his Representative or Senator. The card would state that since the prosperity of the country is bound up with the prosperity of the automotive industry, the voter demands taxation of all kinds be reduced to essentials, so that this industry may furnish as much employment as possible and be freed from burdensome restrictions at once."

Modified activity of this kind has been resorted to by various groups in the industry on more than one special occasion in the past. If it were to be carried out on a wider scale, the initiative and the cards probably would have come from the various trade association groups.

Mr. Brackett thinks that, if the full possibilities of the idea were utilized and the demand made emphatic enough, "action would be forthcoming in a hurry." We think he is too optimistic in this belief, but pass the idea along for consideration of those who may be interested.

—N. G. S.

Titeflex

ALL METAL • FLEXIBLE

DUE to improved methods of manufacture, and greatly increased use as original equipment, Titeflex is now made available to large production accounts.

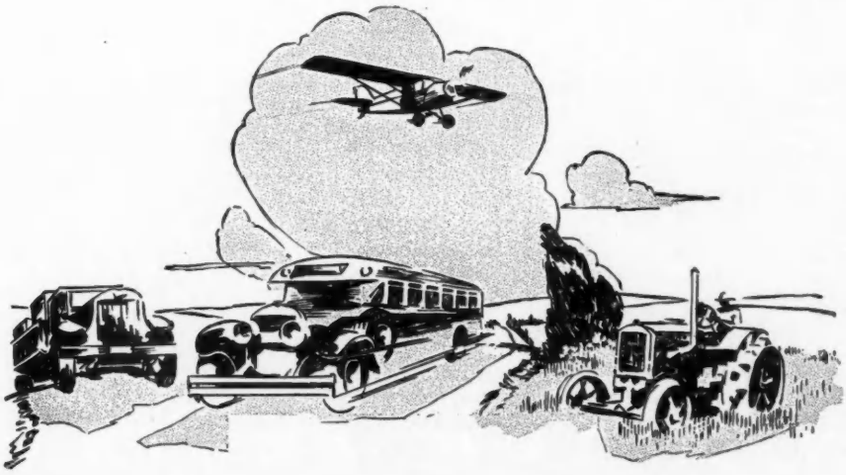
● Automotive Engineers from their extensive experience with deteriorating action of gasoline and oil on composition material, naturally desire to use an all-metal flexible gas or oil line.

● Titeflex is supplied in all standard sizes from 1/8″ to 3″ with corresponding pipe threaded male, female or union ends. Titeflex also supplies a complete line of S.A.E. fittings of all standard sizes, and exhaust tubing in all 1/4″ sizes from 1″ to 4″ inclusive.

● Titeflex is very flexible, it is all-metal, and carries gasoline or oil under pressure. It absorbs vibration, it does not crystallize, and it does not break. No rubber is used in its construction.

TITEFLEX METAL HOSE CO., NEWARK, N. J.

Write for Catalog P-109



TITEFLEX ALL-METAL FLEXIBLE HOSE LINES

FOR ALL CARS - - TRUCKS - - BUSES AND INDUSTRIAL EQUIPMENT

Expansion Continues Factory Reports Show

DETROIT—Production of 1934 Chevrolet commercial cars and trucks in January exceeded 23,000 units, with prospects that the same or a higher rate of output would be maintained in February, March and April, according to William E. Holler, general sales manager.

February shipments of Terraplanes and Hudsons will exceed those of the past two years combined for the same month by nearly 2000 cars. With production now running over 400 per day and a third production line just about ready to augment this output, the increase of this February over last year will be 475 per cent. The increase over February, 1932, is 59 per cent, and over the same month of 1931, 54 per cent.

For the first time in four years the Buick Motor Company is working with multiple shifts. Employment now totals more than 14,000, the highest peak in the last four years. At the same time last year the employment totaled 8000.

Dodge dealers' retail deliveries during the week ending Feb. 10 totaled 2701 passenger cars and 634 commercial cars and trucks, or a total of 3335 vehicles. This delivery volume is 13.7 per cent in excess of sales in the preceding week, and 145 per cent greater than in the corresponding week of 1933. Deliveries made by Dodge dealers in the first six weeks of 1934 totaled 13,725 cars and trucks, a figure marking a gain of 57.1 per cent over the delivery record of the same six weeks of 1933.

Cadillac export commitments for the first four months of this year show an increase of 145 per cent over the total number of Cadillac-LaSalle cars exported during the entire year of 1933. January Cadillac production was double that of 1933; February production will treble that of last February, and Cadillac has forecast a larger production for March and April than for any two months since 1928.

Pontiac reports that on Feb. 15 it had 25,000 orders for immediate shipment. With production well above the 500 a day mark now and increasing weekly, it is estimated that production will be 13,000 cars this month and 20,000 in March.

Chevrolet Shifts Three Assembly Plant Heads

DETROIT—A three-way shift of branch assembly plant managers was made by the Chevrolet Motor Co. during the past week. Ellery L. Wright, manager at Janesville, Wis., was transferred to Tarrytown, N. Y., succeeding P. G. Baugh, who is transferred to St. Louis. George Low, former manager at St. Louis, takes over the Janesville plant. The changes were announced here by William C. Williams, general superintendent of assembly plants. Mr. Wright was born in Tarrytown and spent his earlier years there, entering the automotive industries with the old Maxwell plant.

James W. Cottrell

PHILADELPHIA—James W. Cottrell, for many years technical editor of *Commercial Car Journal*, died suddenly of a heart attack in Richmond, Va., on Feb. 15. He was 45 years old. The end came quickly while he was returning north from Greensboro, N. C., where he had been convalescing for several weeks following a period of illness in the early part of the winter.

James W. Cottrell

Mr. Cottrell was widely known throughout the industry, particularly among truck manufacturers and fleet operators. He was active in the affairs of the local section of the S.A.E. and of the Philadelphia Automotive Service Association, as well as having been a member for several years of the National Transportation and Maintenance Activity Committee of the S.A.E. Mr. Cottrell also was prominent in the American Legion in New Jersey and in civic affairs in his home town of Hammonton, N. J.

IHC Raises Wages

CHICAGO—International Harvester Co. has raised wages 6½ per cent and the pay scale is now at about 97 per cent of the 1929 level. The number of workers affected totals about 23,000.

Reynolds in the Black

DETROIT—Reynolds Spring Company reports net profit for 1933 after all charges of $49,374 as against a net loss of $192,152 in 1932.

Automotive Consumers Build Steel Reserves

Threat of Second Quarter Price Advances Causes Big Volume of Forward Buying

NEW YORK—Building up of steel reserves by automotive consumers as the best possible insurance against threatening second quarter price advances became increasingly evident this week.

Some finishing mills are reported to have notified their customers that March 1 would be the deadline for second-quarter specifications. This caused a heavy volume of specifications to be hurried through, and was chiefly responsible for stepping up mill operations another 10 per cent, the American Iron and Steel Institute placing this week's rate at 43.6 per cent, compared with 39.9 per cent last week. Resumption of operations at a Mahoning Valley rolling mill, specializing in automobile sheets, following three years' idleness, caused the rate of operations in the Youngstown district to gross 50 per cent of theoretical ingot capacity.

True to the traditional feast or famine condition of the steel industry, one hears now talk of a possible labor famine and insatiable buying appetite on the part of consumers where not many weeks ago unemployment and lack of demand were stereotyped plaints. Steel buyers see in this sudden reversal of the market's psychology, to some extent at least, an attempt to prepare consumers' minds for higher prices.

On the other hand, it is pointed out that manufacturers of semi-finished steel have not raised their second-quarter prices on sheet bars, billets, etc., and this moderation implies that non-integrated sheet and strip rollers will not be able to plead higher material costs as a basis for advancing prices for their finished products. The latter, however, maintain that Code operation has caused their conversion costs to mount much more than the slightly better returns they get as the result of previous price advances and upward adjustments of extras, etc.

Pig Iron—While steel-making iron has been reduced 50c. a ton, Neville Island base, no price changes in foundry and malleable irons have so far been announced.

Aluminum—"No. 12" alloy has advanced further to 16c. A steadily growing volume of this copper-aluminum alloy is being made from scrap. Other grades of remelt metal have also scored advances. The virgin metal market is firm and unchanged.

Copper—Slightly better consuming demand is noted, the price for electrolytic remaining unchanged at 8c., delivered Connecticut Valley point. A hearing on the copper industry's code of fair practices will be held at Washington Feb. 27.

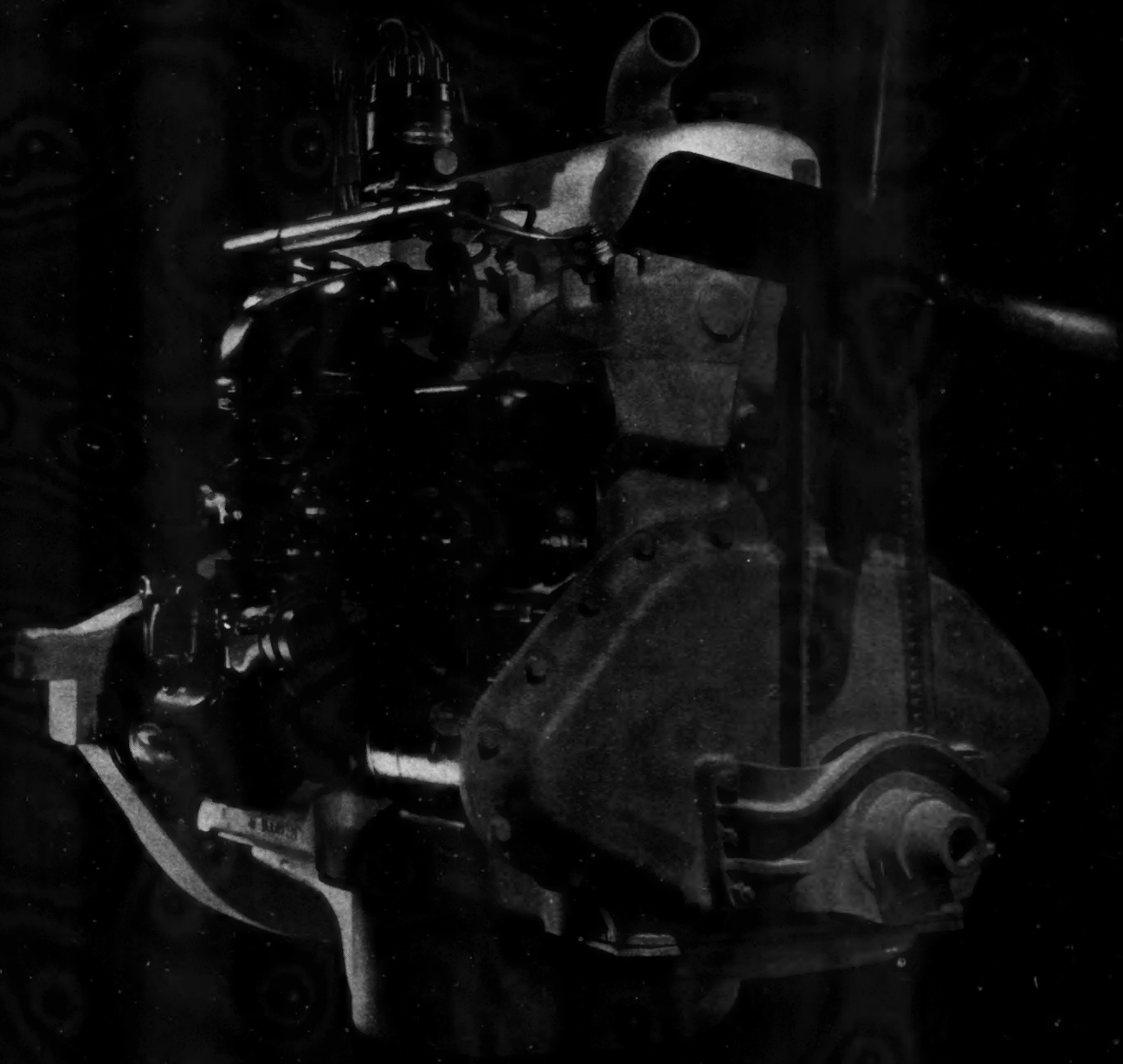
Tin—Due to the rise in Sterling in terms of the dollar, Straits tin sold early this week at 52.65c., compared with 52.05c. at the end of last week.

Lead—Steady.

Zinc—Firm.

WAUKESHA ENGINE

NOW USED IN STUDEBAKER 3 TO 4 TON TRUCK



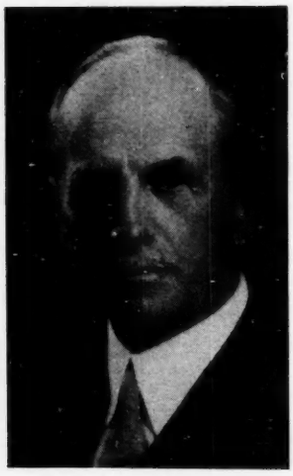
This engine produces 110 horsepower at 2800 rpm. from 358 cubic inches of piston displacement. Studebaker adopted this power plant for a new super-speed, heavy-duty truck because it is the last word in economic power.

WAUKESHA MOTOR COMPANY
WAUKESHA WISCONSIN

Need for 25,000 Cars Equipped With Loaders

DETROIT — Heavy shipping was reported by traffic managers, members of the National Automobile Chamber of Commerce, at a meeting held here Feb. 16.

"The larger factories," said J. S.



J. S. Marvin

Marvin, chairman of the Conference, "reported shipping from 100 to 300 carloads per day, with the dealers crowding for early delivery in all directions. In addition to the rail shipments, the deliveries over the highways are also heavy.

"The factories using rail cars equipped with loading devices expressed the opinion that the railroads should have not less than 25,000 of these cars in service. Up to this time, there are 6000 such cars in operation with an equal number in the process of manufacture."

Factories represented at the meeting included Auburn, Buick, Cadillac, Chevrolet, Chrysler, General Motors, Hudson, Hupp, Pontiac, Reo, White, and K. A. Moore, N.A.C.C.

Phila. S.A.E. Section to Hear Mougey

PHILADELPHIA—H. C. Mougey, chief chemist, General Motors Research, will address Philadelphia Section, SAE, on March 7. His subject is to be crankcase lubrication with particular reference to the use of light winter oils and this winter's experience with SAE 10 W and 20 W grades.

10 Stars at "Met" Section Meeting

NEW YORK—Nine of the leading truck engineers of the industry addressed over 300 members and guests of the Metropolitan Section of the Society of Automotive Engineers at its regular monthly meeting held Feb. 15. F. K. Glynn of the American Telephone & Telegraph Co. acted as chairman of the meeting in which the subject of truck design as affecting maintenance and operation costs was treated. The speakers were F. G. Alborn, chief engineer, White Motor Co.; Merrill C. Horine, International Motor Co.; A. W. Scarratt, chief enginner of Motor Trucks, International Harvester Co.; O. K. Kelly, research engineer, General Motors Truck Corp.; Chas. Kynock, Dodge Brothers Corp.; Alex Taub, development engineer, Chevrolet Motor Co.; G. H. Scragg, Brockway Motor Co.; Adolf Gelpke, assistant chief engineer, Autocar Company, and G. W. Thomas, executive engineer of Reo Motor Car Company.

Sallé to Visit U. S.

PARIS (by Mail)—Maurice Sallé, president of the Société Française de l'Amiante, of Flers de l'Orne, France, and also owner of the Flertex Company of Paris, manufacturers of brake linings and clutch facings, will visit New York some time in March. Mr. Sallé will be accompanied by Charles A. Viriot, general manager of the Flertex Company. The purpose of their visit is to make arrangements for the distribution of American automotive products in France. Mr. Sallé will make the Hotel St. Regis his New York headquarters.

Body Makers Now under APEM CODE

WASHINGTON—Transfer of independent passenger car body makers from the jurisdiction of the Automobile Code to that of the A.P.E.M. Code, is reported to have been effected by NRA.

Raybestos Earns $685,198

NEW YORK—Raybestos Manhattan, Inc., reports net earnings after taxes, depreciation, etc., of $685,198 in 1933 which contrasts with a net loss of $457,167 in 1932.

CALENDAR OF COMING EVENTS

SHOWS

Cleveland (Automotive Service Industries) ..... Nov. 5-9
Berlin ..... March 8-18
Geneva, Switzerland ..... March 16-25

MEETINGS

U. S. Chamber of Commerce, Washington ..... May 1-4

Buffalo S.A.E. Section Hears Davidson of G.M.

BUFFALO—William J. Davidson, executive secretary of the Technical Committee of the General Motors Corporation, was the principal speaker at the February meeting of the local section of the S.A.E. His

William J. Davidson

topic was "The New Kind of Ride," a subject which dealt with features of engineering design as related to spring suspension on automobiles.

In the absence of Fred Cornell, chairman of the Buffalo Section, Karl M. Wise, vice-chairman, presided at the meeting. Before the regular program there was a short business session during which a committee to name the candidates for next year's officers, was selected. On the committee are T. M. Nevins, Francis Smith, Russell Howe, T. P. Wright and Ralph Peo.

Parker Earnings Rise

DETROIT — Parker Rust Proof Company, has reported net profit for the year ended Dec. 31, 1933, amounting to $403,957 after Federal taxes, compared with net profit of $264,736 for the previous year. Current assets as of Dec. 31, 1933, totalled $635,191 and current liabilities $143,644, against $577,190 and $82,099 respectively at the close of 1932.

Universal Reports Profit

DETROIT—A net profit after all charges of $57,595 was earned in 1933 by Universal Products Company, Inc., as contrasted with net loss of $302,133 in 1932.

Indian Cuts Loss

SPRINGFIELD, MASS. — Indian Motocycle Company reports net loss of $80,310 in 1933, as compared with $235,298 in 1932.